

CENTRAL STOCKTON PLAN

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FINAL PLAN

STOCKTON CITY COUNCIL

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

RESOLUTION TO ACCEPT "CENTRAL STOCKTON PLAN--FINAL DRAFT"

A. That the City Council does hereby adopt, in concept, the Central Stockton--Final Plan as submitted by Kaplan, McLaughlin, and Diaz.

B. That the City Council hereby adopts the following six recommendations:

1. Appointment of an executive position within the City Manager's Office for a Central Stockton Coordinator--responsible for overseeing planning, marketing, and administration of the development of Central Stockton.
2. Commence necessary activities to develop the Channel Head Catalyst Site. This four-block area linking the existing Central Business District with the waterfront should be considered the highest priority for immediate action. City Council should direct staff to prepare detailed Action Plan and Budget for Channel Head Project Site.
3. Commence necessary activities to consolidate Weber Point lands into a single development parcel.
4. Commence necessary activities to ensure other plans affecting Central Stockton are brought into

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conformance necessary with this plan, and that any environmental clearances are obtained.

5. Commence City Council consideration of the following regulatory actions:

- (a) Expansion of the Redevelopment Area.
- (b) Expansion of the Parking District Boundaries.
- (c) Adoption of height limitations for projects outside of the C3 District.

6. Direct City staff to have design guidelines prepared for the commercial core area of Central Stockton.

C. That the City Manager is hereby assigned the responsibility to see that any ordinances/resolutions necessary to accomplish the recommendations above are prepared for Council review.

PASSED, APPROVED and ADOPTED this 11th day of
SEPTEMBER, 1989.

/s/ BARBARA FASS

BARBARA FASS, Mayor
of the City of Stockton

ATTEST:

/s/ FRANCES HONG

FRANCES HONG, City Clerk
of the City of Stockton

Ayes: Councilmembers Bonner, Clayton, Linnerman, Oliva, McGaughey,
Weaver, Vice-Mayor Coale and Mayor Fass
Noes: None
Absent: Councilmember Lang

Final Plan

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EXECUTIVE SUMMARY

1.0

The continued revitalization of Central Stockton will require a variety of coordinated tasks to be implemented over the next several years. With commitment, cooperation, and vision the downtown and waterfront areas of Stockton can develop into a unique and thriving City Center. The rewards of a successful effort will become self evident, as it has for other communities that have championed over similar challenges.

In meeting this challenge it is essential to recognize and respond to the most significant necessities of successful urban planning and development including:

1. Interaction of Market Forces and a City's Physical Assets:

Cities experience life cycles based on the ability of physical assets to meet the needs in the real estate marketplace. Changes the market place and deterioration of real property over time leads to obsolescence (lower use and depreciated value of the City's public and private assets). This creates an opportunity to recycle and rebuild the City (and individual properties) at a greater level of use and value.

2. Uniqueness of Setting:

To create the greatest chance for successful urban development, a city needs to capitalize on its unique physical, social, and economic resources.

3. People, Individuals and Groups, as Builders and Decision Makers:

To be successful at building (especially rebuilding) a city, a positive and productive relationship is necessary among and between the public, government and business. This relationship should not be limited to existing entities within the community but should extend to entities external to the community which are potential participants in city building.

4. Vision of the Future:

The better the participants in building a city can identify a mental impression of the future (image), the better participants will be able to set expectations and act in accordance with those expectations.

5. Coordinated Planning/Development Implementation Mechanisms:

Urban development/redevelopment activity requires organization, planning and resources to be present, coordinated, and operational to maximize the chance of achieving urban development goals.

The recognition and response to these will embody a host of activities, issues, desires and decisions. The Central Stockton Revitalization Plan's focus is to assess in broad terms existing conditions and criteria for the revitalization of the Central City/Waterfront area of Stockton, as well as, to indicate a specific direction (strategies and actions) that should be followed.

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EXECUTIVE SUMMARY

1.0

Assessment of existing conditions indicated three critical findings:

1. Favorable regional conditions exist for substantial economic growth for the Stockton area. Central Stockton as a regional center, could attract a substantial additional growth and therefore enhance the overall economic growth of the City.
2. Revitalization will depend on improving Central Stockton's physical setting in terms of integrating the CBD with the waterfront, and creating greater identity, quality, compactness, continuity, and intensity of development at the urban core.
3. Revitalization will also be dependent on improving the social setting, especially in the areas of real and perceived security.

The underlying principle to revitalization is to focus the CBD's share of the office market into a smaller area. Creating an urban core area extending from the Civic Center to the Waterfront to the existing Main Street Business District. The synergy of office employees, retail and cultural activities will support an economic and social environment that will reestablish Central Stockton as a REGIONAL URBAN CENTER.

Planning & Development Strategies have been created to complement each other and support revitalization.

Six strategies for revitalization have been developed. They are stated below and expanded upon within this plan.

Planning Strategies

1. Define and Create a Compact Urban Core
2. Develop an integrated and diverse Waterfront/CBD District
3. Systematically implement a Physical "Urban" Support System for streetscape/open space and access/parking etc.

Development Strategies

1. Follow an Employment Driven Development Program
2. Utilize Catalyst Sites for Key turnaround Projects
3. Coordinate, Prioritize, Focus, and Leverage Public Resources to enhance the potential for successful revitalization

Since strategies alone are not sufficient to bring about the desired results, a number of actions have been outlined in the Downtown Support Program, all of which will be significant contributors to the successful revitalization of Central Stockton.

EXECUTIVE SUMMARY

1.0

The variety of actions reflect the complexity of the City, some examples include:

- Coordination of City land use policies and other pertinent city policies with this plan. Other policies should be amended where necessary to meet provisions in this plan, e.g. adoption of maximum building height outside of the C-3 zoning district.
- Greater coordination and intensification of social and security services for downtown, e.g.: transitional and permanent housing, personal rehabilitation, employment training, education, child care and policing activities that will facilitate a safer and more socially productive use of public space.
- Streetscape and open space improvements, design guidelines, and maintenance programs to enhance the utility of public space and encourage private development.
- Architectural design guidelines, a historic preservation/renovation plan, and a retail "storefront" improvement program.
- A framework for parking, transit and traffic planning actions in Central Stockton, including recommended locations for assessment district garages, to maintain the convenient access and new parking that currently exists.
- Actions prescribed to facilitate development activity through marketing and financing policies and activities, such as revising redevelopment district boundaries and developing an advertising campaign for Central Stockton.
- Actions prescribed to create active management of the Central Stockton revitalization effort.
- Actions for soliciting the involvement of parties external to existing Central Stockton community in Central Stockton's development and a description of the processes criteria, rules, and mechanisms.
- Specific programs, actions and descriptions of catalyst projects, designed to be a starter for direct "unsolicited" development activity. Priority catalyst sites include the Channel Head and Weber Point.
- Action recommendations for prioritizing other funding allocations.
- Identification of possible public, cultural, recreational and business facilities indigenous to central cities and relevant to Central Stockton.

The body of this report outlines these and other actions by purpose, for instance providing downtown parking, district expansion and by type of action; Regulatory, Administrative, Financial and Promotional.

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EXECUTIVE SUMMARY

1.0

Some additional actions which were outside of the specific scope of this planning effort but relevant to the revitalization effort are also identified. The following items will need to be addressed at the appropriate time within the next 10 to 12 years to fully realize the direction of this plan.

1. The detailed assessment of hazardous materials and clean-up requirements for development along the channel, especially where housing is indicated as a primary use.
2. The development of plans to expand infrastructure capacity for the Central Stockton sewer system and the commitment to make this a priority capital improvement item.
3. The further development of education, support and self-help programs to address the needs of transitional population groups, such as recent immigrants and migrant workers.
4. Further detailed planning of policing and social services for Central Stockton.
5. Public facilities plans for City and County government space needs to allow for expansion in the downtown.

Conclusion:

It is clear that a great many actions can affect Central Stockton and the greater Stockton Community in a positive manner. Yet it is important to place high priority on those actions which can be addressed immediately, which can be accomplished with least difficulty and which will have the most effect on revitalization.

Within this executive summary six are mentioned here as **KEY IMMEDIATE ACTIONS** that respond to this criteria. These are:

1. Appointment of an executive position within the City manager's office for a Central Stockton Coordinator - responsible for overseeing planning, marketing, and administration of the development of Central Stockton.
2. Commence necessary activities to develop the Channel Head Catalyst Site. This four-block area linking the existing CBD with the waterfront should be considered the highest priority for immediate action. City Council should direct staff to prepare detailed Action Plan and Budget for Channel Head Project site.

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EXECUTIVE SUMMARY

1.0

3. Commence necessary activities to consolidate Weber Point lands into a single development parcel.
4. Commence necessary activities to ensure other plans affecting Central Stockton are brought into conformance necessary with this plan, and that any environmental clearances are obtained.
5. Commence City Council consideration of the following regulatory actions:
 - Expansion of the Redevelopment Area
 - Expansion of the Parking District Boundaries
 - Adoption of height limitations for projects outside of the C3 District
6. Direct City staff to have design guidelines prepared for the commercial core area of Central Stockton.

The schedule, "Central Revitalization Summary Schedule", puts these and other near-term actions into context with the major actions for the next 10 to 12 years.

In addition, Stockton's planners, administrators, and policy maker's should recognize the limits and emphasis of this revitalization plan.

Specifically, although this plan is comprehensive in the identification of revitalization strategies, broad actions and some specific actions, this plan must be coordinated with existing City policies such as the City's General Plan and the City's zoning ordinances.

The planning team also recommends that this plan form the basis for future planning and development activities. Detailed Action Plans for each catalyst site should be developed according to the catalyst sites' implementation schedules.

In addition focus plans identified in the downtown support program should be developed as soon as possible, preferably within the next two years. These will expand the policy direction given in this plan into workable regulatory devices. Follow-up plans include:

- Streetscape and Open Space Master Plan
- Architectural Design Guidelines
- Historical Preservation/Renovation Plan
- Retail Strategy Plan
- Central Stockton Housing Assessment and Options Study

Final Plan

EXECUTIVE SUMMARY

1.0

Follow-up plans and other planning and development activities which affect Central Stockton, should be drafted to be consistent with the intentions of this document.

CENTRAL STOCKTON PLAN

Summary Implementation Schedule - - 26 July 1989

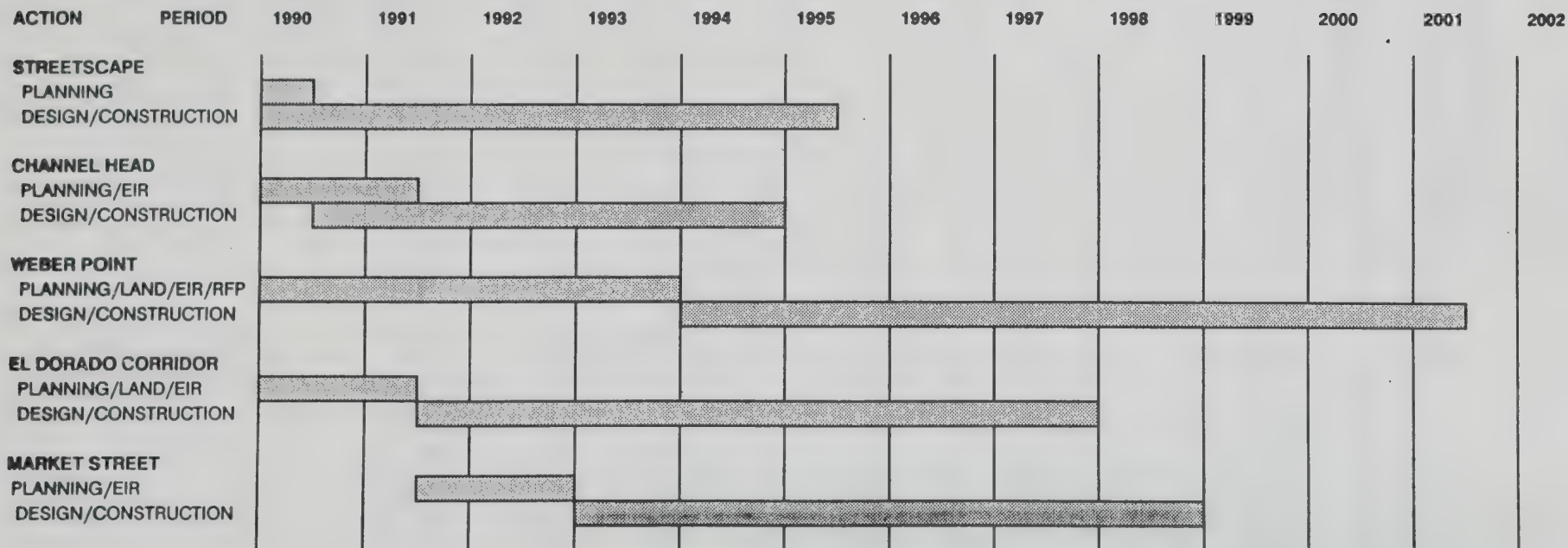
Kaplan McLaughlin Diaz

SUMMARY SCHEDULE

Scheduling assumptions:

1. Catalyst Sites and Streetscape Program summarized from detailed schedule exhibits.
2. South Shore Area per ongoing plans/schedules
3. North Shore Area - Land Assembly 1990-1995, Development 1995-2000 (approx.) or as market permits
4. Other Plan Items listed in report should be coordinated and initiated from 1990 to 1992 for maximum benefit

SCHEDULE



**Conceptual Feasibility Analysis-
Total Development Cost Schedule
(000's)**

Year	Channel Head	Weber Point	El Dorado	Market Street	Streetscape	Total
1990	\$3,473	\$190	\$483		\$141	\$4,287
1991	\$14,604	\$569	\$1,499	\$181	\$649	\$17,502
1992	\$31,304	\$759	\$6,592	\$1,503	\$709	\$40,867
1993	\$25,326	\$379	\$21,339	\$5,773	\$1,239	\$54,056
1994	\$14,718	\$2,607	\$404	\$18,529	\$689	\$36,947
1995		\$16,456	\$6,625	\$184	\$982	\$24,247
1996		\$15,153	\$10,516	\$1,982		\$27,650
1997		\$35,026	\$9,739	\$5,778		\$50,543
1998		\$8,917		\$19,883		\$28,800
1999		\$12,045				\$12,045
2000		\$11,004				\$11,004
2001		\$5,502				\$5,502
Total	\$89,425	\$108,605	\$57,196	\$53,814	\$4,410	\$313,450

Source: Williams-Kuebelbeck & Associates, Inc.

**Conceptual Feasibility Analysis—
Capital Funding Plan Summary
(000's)**

	Channel Head	Weber Point	El Dorado Corridor	Market Street	Streetscape	Total
Source						
Private Equity	\$9,992	\$10,665	\$5,420	\$5,895	\$0	\$31,972
Private Debt	\$66,615	\$71,098	\$36,131	\$39,300	\$0	\$213,144
Tax Exempt Bonds	\$9,513	\$10,529	\$17,109	\$8,440	\$50	\$45,641
Public Land	\$1,752	\$3,690	\$1,020	\$1,600	\$0	\$8,062
Total	\$87,871	\$95,982	\$59,679	\$55,235	\$50	\$298,818
Amount Required	\$89,425	\$108,605	\$57,196	\$53,814	\$4,410	\$313,450
Public Grants	\$1,554	\$12,623	(\$2,483)	(\$1,422)	\$4,360	\$14,632

2.1 PREFACE

The community's deep concern and desires for the future of Central Stockton's downtown and waterfront areas have been evident throughout the planning process. The energy and commitment of Stockton's residents have provided the impetus for the urban plan concept. This concept defines the salient direction for revitalization that encapsulates the communities vision for a true City Center; culturally rich and diverse, economically vital, and pleasant in its physical form.

To achieve this, the proposed approach is as much a development concept as a design concept. It enhances Stockton's urban character and rich architectural heritage while providing a critical mass of people and structures along with a diversity of office, retail, and cultural activities.

Final Plan**INTRODUCTION****2.0****2.2 METHODOLOGY****Plan Definition**

Titled "Central Stockton Revitalization Plan," this plan identifies design and development goals, concepts, and strategies and creates a coordinated set of actions that will enhance the revitalization of Central Stockton.

This plan also acts as a guide (or foundation) for future decisions and actions affecting Central Stockton.

The Central Stockton Study Area extends from Sacramento Street on the east, to I-5 on the west, and from the south side of the Crosstown Freeway on the south, to Park Street on the north.

Community Involvement Planning Approach

The Central Stockton Planning effort has utilized an approach that combines rigorous analysis of Central Stockton's potential and options for revitalization with ongoing input and feedback from the community. The Citizen's task Force has played a fundamental role as a forum for ideas and as a liaison with other community groups who have participated in the process.

Much of the community's involvement lead to the creation of the mission statement, goals and objectives which were unanimously adopted by the Stockton City Council. These form the foundation from which can develop a visionary plan, as well as, a checklist for testing specific ideas.

Throughout the process, Stockton's residents and organizations have been contributing ideas for Central Stockton along with specific strategies that will aid implementation of the plans. The Citizen's Task Force will continue to help solicit and shape community input to guide planning concepts and strategies being developed.

Planning Process

A set of steps leading towards a final Central Stockton Revitalization Plan are being followed. Emphasis is being placed on using each step of the process as a point for reflection, discussion, and consensus on both the general direction of the planning effort and specific elements of the revitalization strategy. This process started with assessing Central Stockton's existing conditions and potential for revitalization. Findings were based on analysis of information collected and the community's input. The next step was to define a mission statement, goals, and objectives for Central Stockton. From there guiding principles were applied in the creation of basic concepts and strategies for revitalization. These concepts and strategies were formally presented to the community as a concept plan and were again unanimously supported by the City Council. The community has refined this concept plan by creating exhibits for the overall urban design and urban planning concepts, and creating an action plan which outlines specific strategies for certain key sites within Central Stockton, recommendations for specific regulatory, administrative, financial, and promotional actions to support the general revitalization of Central Stockton, and a schedule of implementation.

Final Plan

INTRODUCTION

2.0

**2.3 MISSION STATEMENT
GOALS & OBJECTIVES****MISSION STATEMENT**

The following statements drafted by the Central Stockton Citizen Task Force and adopted by the City Council reflect the perception of the community's mission for Central Stockton:

To create a PLACE in the center of Stockton that enhances, promotes, and maximizes the enjoyment, prosperity and social/cultural advancement of all of Stockton.

GOALS

The following statements reflect the present perception of the community's goals for Central Stockton and are derivative of the Mission Statement.

1. Regional Economic Center - Create a regional center for economic activity in the form of a true Central Business District that can compete on a statewide basis as a positive business location.
2. Diverse Urban Attraction - Create a highly urban "Downtown/-Waterfront" area, as a destination point for the greater Stockton Area, with a diverse set of employment, recreational, cultural, civic, retail, visitor, and residential uses that mutually support each other and occur traditionally in city centers.
3. Urban Sense of Place - Create an urban core with an uplifting physical-spatial composition capable of supporting and generating urban center activities.

OBJECTIVES**Land Use**

Provide for land use distribution and intensity within Central Stockton in coordination with overall City land use that focuses typical downtown uses within Central Stockton.

Public & Private Improvements

Revitalize through public/private investment and that considers both real estate development economics, resources, funding allocations. Promote both public and private sectors' improvements within Central Stockton.

Socio-Economic Development

Encourage and support social and cultural development hand-in-hand with economic development.

Final Plan

INTRODUCTION

2.0

Business Retention & Recruitment

Generate a high quality labor force in Central Stockton. Support local business development within Central Stockton and bring in new businesses from outside the Stockton area.

Urban Structure

Re-establish a coherent hierarchy organizational pattern of streets and land uses for Central Stockton that incorporates the existing physical features and accommodates the expectations of a regional center.

Urban Core

Integrate the major components of Central Stockton -- the Downtown, the Civic Center, and the Waterfront -- in a core of urban activity. In addition, refine each subarea with spaces and structures that define, differentiate, and layer urban experiences to create distinctive districts.

Maximize Waterfront Utilization

Develop the Waterfront area to:

- Bring people to the Waterfront.
- Provide an active and integrated edge to downtown.
- Serve as a site for landmark architecture and active open spaces.

Open Space System

Create an organized and hospitable pedestrian system of public urban paths and spaces with compatible adjacent land uses.

Architectural Identity

Enhance and reinforce existing architectural and urban identity along with building new landmarks to create a distinctive City skyline.

Public Safety

Increase both real and perceived public safety.

Transportation/Parking

Maintain the present convenient accessibility and parking within Central Stockton in the context of long term growth and development patterns.

Catalyst Projects

Create significant events (projects) in Central Stockton in the near future that act as both self contained attractions and promote growth around them.

Final Plan

DESIGN PLAN

3.0

**3.1 CENTRAL STOCKTON
DESIGN CONCEPT**

The Formal Design Concept for Central Stockton stresses embellishing the existing physical structure of Central Stockton.

The existing physical structure has 2 significant components that act or "can act" as organizing and placemaking agents for the development of Central Stockton.

1. The Stockton Channel, as a unique space defining element.
2. The urban grid of streets and supporting urban squares as a model for urban space.

Both of these components need to be greatly enhanced and combined with land uses and building types that make the public realm active and hospitable.

The Stockton Channel is envisioned to serve as an important open space at the Central City's interior edge. The street grid defines both the organizational pattern of the public realm and also the residual physical mass of buildings. The street grid and resulting solid blocks of building can be modified at critical places by carving out plazas (squares) from the solid building blocks and absorbing them into the public realm (Hunter Square is one such example). Properly executed this development pattern will provide a viable urban stage. Where the street and square system meets with the water's edge a special series of spaces need to be defined.

A variety of specific urban design and land use concepts can be applied to support this "Formal" Design Concept for Central Stockton.

Some of the main urban design concepts include:

- Developing the Stockton Channel edge on all three sides as a continuous mixed-use urban waterfront. The northern waterfront is envisioned to be primarily a waterfront residential neighborhood, while Weber Point and a portion of the South Shore will be primarily commercial, cultural and recreational.
- Extending the visible portion of the Channel across Center Street where it will become a central feature of Channel Head Development Complex and visually terminate the Channel at the Hotel Stockton.
- Reinforcing the City grid of parks and "solid" building blocks with streetscaping.
- Reinforcing primary access and pedestrian streets, parks, gateways and edges to the CBD with streetscaping.
- Creating a pedestrian friendly open space and path system that connects the CBD and Civic Center with the waterfront and reinforces retail activity.
- Preserving the local heritage by rehabilitating or renovating historically and architecturally significant structures.

Final Plan

DESIGN PLAN

3.0

- Fostering continued accessibility to the urban core from main vehicular streets intersecting freeways and major access boulevards, with parking provided on service-oriented streets, usually located 1 to 2 blocks from the most intense development and pedestrian environment.
- Encouraging the development of districts of specific character. The Civic Center is a good example for this. Each district could have a unique physical and social setting as well as a unique land use mix.

A general long-range land use concept also supports the Formal Design Concept. The community's stated objective is to reestablish Central Stockton as a regional center with land uses and employment amenities that support regional retail, cultural, and recreational attractions. Some guiding land use principles towards this objective are as follows:

1. Take full advantage of the amenity that Stockton Channel represents, as a unique features that ties together the multiplicity of land uses within Central Stockton.
2. Provide for a land use pattern that is compact, well-defined, continuous, and not disrupted by excessive surface parking.
3. Land use distribution should be diverse and interactive to generate a 24-hour environment.
4. Apply both 2-D and 3-D concepts of mixing/separating land uses within the central city.
5. Minimum floor area ratios (F.A.R.s) for new development within the urban core portion of Central Stockton, should be above 3.0 and preferably close to 4.0.

The proposed land use concept provides for a complementary interaction of nine distinct districts. It envisions the following changes in the present land use pattern within Central Stockton through the creation and development of these districts.

Civic Center

The Civic Center is the most stable, distinguished part of Central Stockton. It is expected that the Civic Center will expand in response to the community's growing needs. The long-range land use concept envisions such an expansion to the east, across from the Municipal Auditorium.

Channel Head

The business community would establish a presence in the channel head area by inviting new commercial office development and retail activities there.

Final Plan

DESIGN PLAN

3.0

Downtown Business District

The bulk of office and business uses would extend between the channel head and the Stanislaus Street entrance to downtown Stockton. The business community would center on Weber Avenue as its regional transit access line, and would be served by retail uses located along parts of Weber Avenue, Main Street and Channel Street. The American Savings headquarters will attract more office development, and together these commercial offices would serve as the central business district's anchor to the east. New office buildings planned at the Weber and El Dorado intersection would represent the western limits of the future central business district.

The Miner Business Corridor

Miner Avenue would continue to serve an important role as a major, auto-oriented commercial boulevard. Extending between Hunter and Sacramento Streets, the wide avenue is envisioned as a local version of San Francisco's Lombard Street.

The East End Neighborhood

The 15-block mixed use area bounded by Miner Avenue, and Washington, Stanislaus and Sacramento Streets, will play an increasingly important role in Central Stockton. It is to house a variety of essential support services for the downtown business community. Future plans for the area include relocation of the public park from Washington to Weber Street; the new location would assure better access from the surrounding community.

Cultural and Recreational Area

Weber Point and the associated waterfront lands east of Lincoln Street would serve as a regional attraction, with a variety of complementary cultural and recreational uses. The waterfront environment would be also served by specialty shops and restaurants.

South Channel Redevelopment Area

The City pursues plans for the South Channel area through a redevelopment area established for that purpose. Extending from Madison Street to the confluence of Mormon and Stockton Channels to the west, the area has a tremendous potential for contributing to the long-range success of Central Stockton. New uses include housing, commercial offices, and retail, combined with waterfront dining. In considering future uses of the land in the South Channel area, the City must consider exposure to the elevated Interstate 5, the vicinity of the Crosstown Freeway, and the timing of future development across the channel at Weber Point and also along the northern waterfront.

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DESIGN PLAN

3.0

Marine Commercial Center

The northern waterfront houses the most vigorous marine commercial uses west of Stockton Street. Comprising a combination of uses, ranging from chandleries to sales and repair of pleasure craft, this small business community has established itself as a vital resource for the entire region. The long-range land use concept for Central Stockton recognizes the importance of these marine-commercial uses on the North Channel waterfront.

North Channel Residential Neighborhood

Much of the North Channel is devoted to service commercial uses that do not justify prime waterfront location. The long-range land use concept envisions water-oriented residential uses there, representing a welcome extension of the residential neighborhood to the north. The concept provides for neighborhood commercial services on Fremont Street and waterfront restaurants between Van Buren and Lincoln Streets.

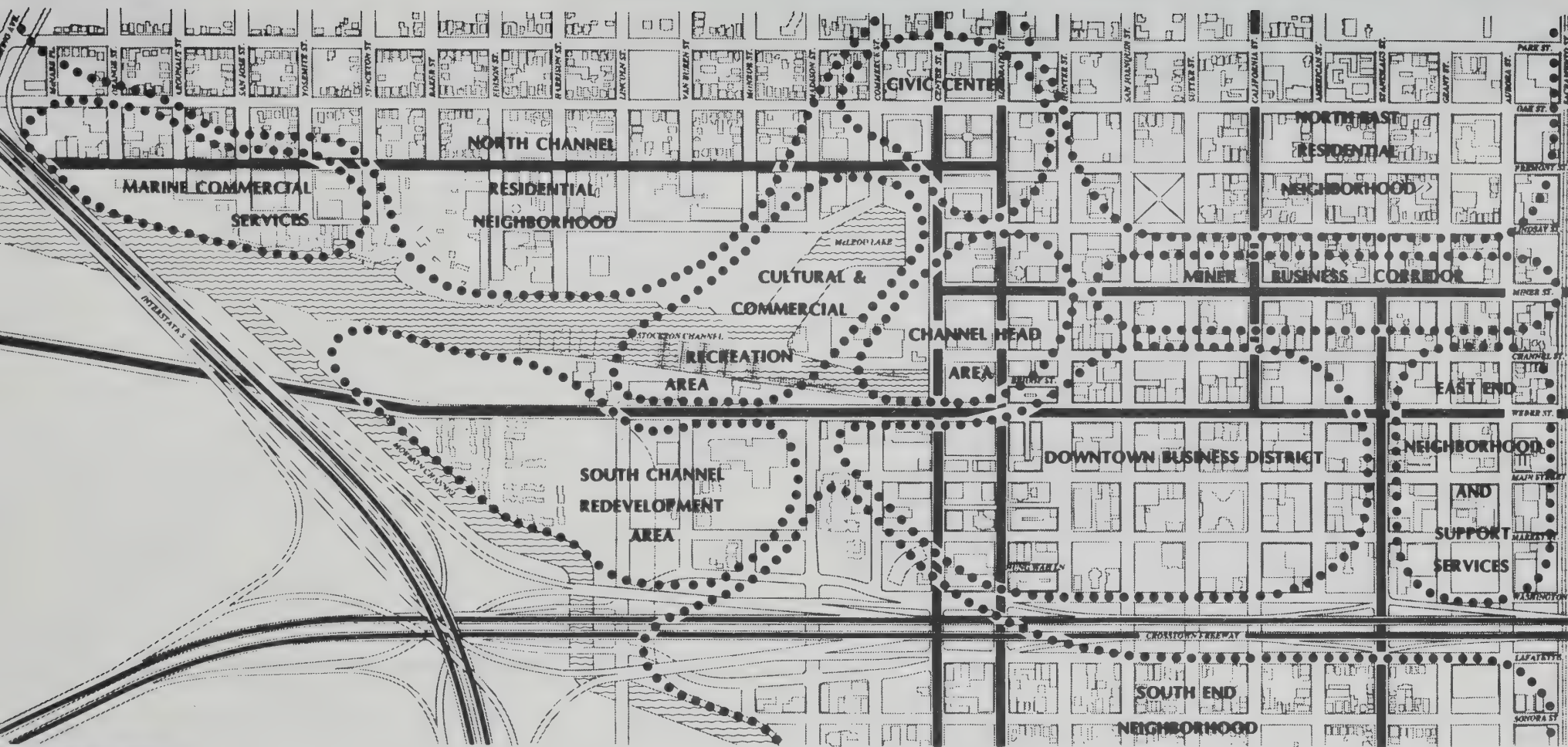
North End Residential Neighborhood

The northeastern sector of the central city is part of a residential neighborhood that extends between the Civic Center and the Sacramento Street rail line. The southern blocks of this neighborhood are affected by commercial strip development along Miner Street. The eastern perimeter of the neighborhood still shows signs of rail-oriented, heavy commercial uses.

The long-range land use concept assumes that it is in Stockton's best interests to encourage expansion of this residential neighborhood, as non-residential parcels will have outlived their economic lives.

South End Residential Neighborhood

The Crosstown Freeway separates the downtown business community from a lively neighborhood to the south. Some of this neighborhood is represented in a few residential blocks north of the Crosstown Freeway, in the vicinity of the Greyhound Bus Terminal. The Task Force recognizes the importance of the South End neighborhood, and encourages protection from possible strip commercial uses that may seek exposure along the new Crosstown Freeway.



LONG RANGE LAND USE CONCEPT



CENTRAL • STOCKTON • PLAN

CITY OF STOCKTON

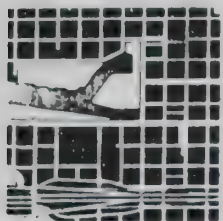
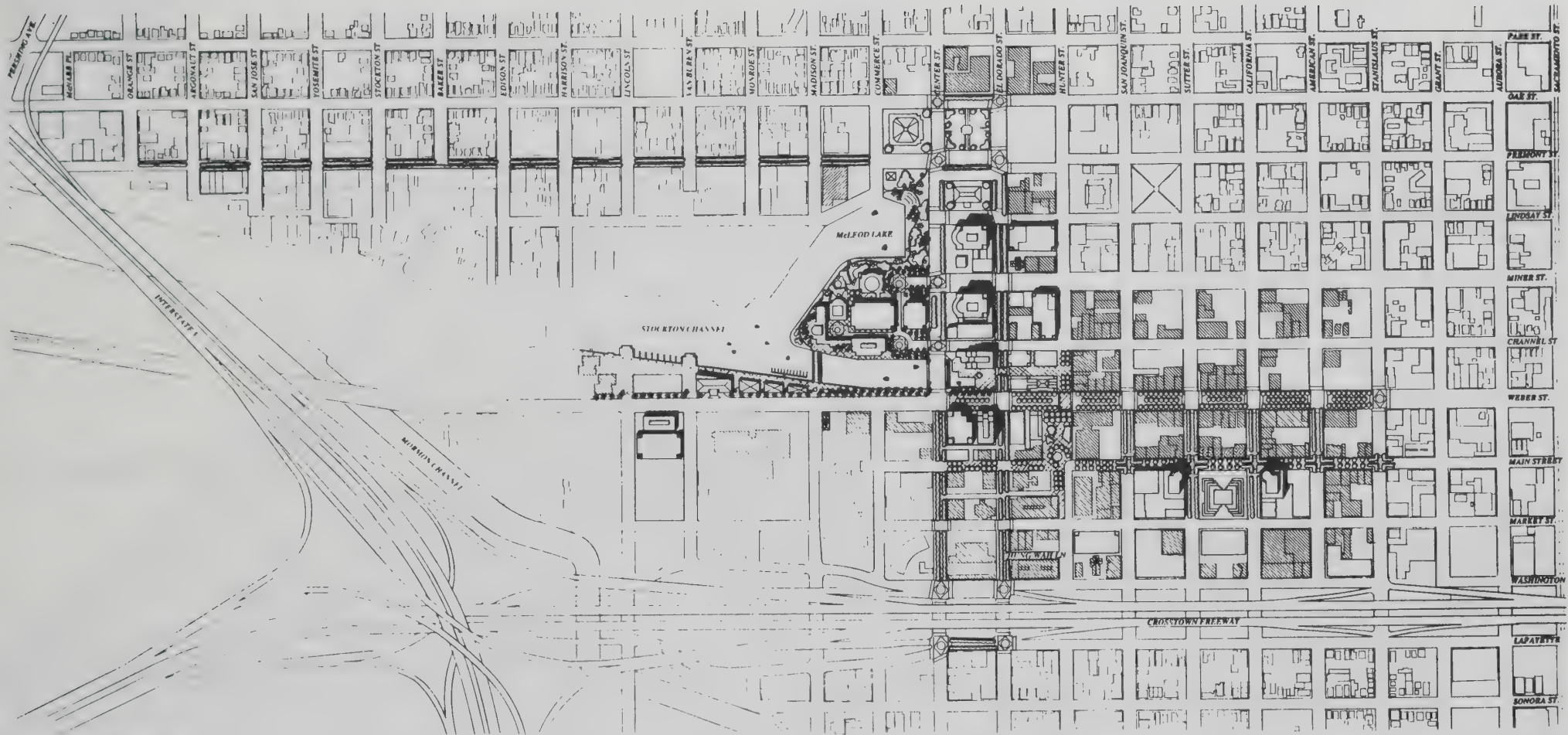
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ECONOMISTS

ADAM KRIVATSY
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PLANNER

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CITY OF STOCKTON



SHORT RANGE URBAN DESIGN CONCEPT PLAN

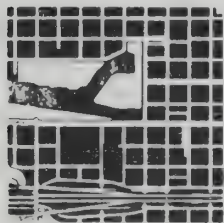
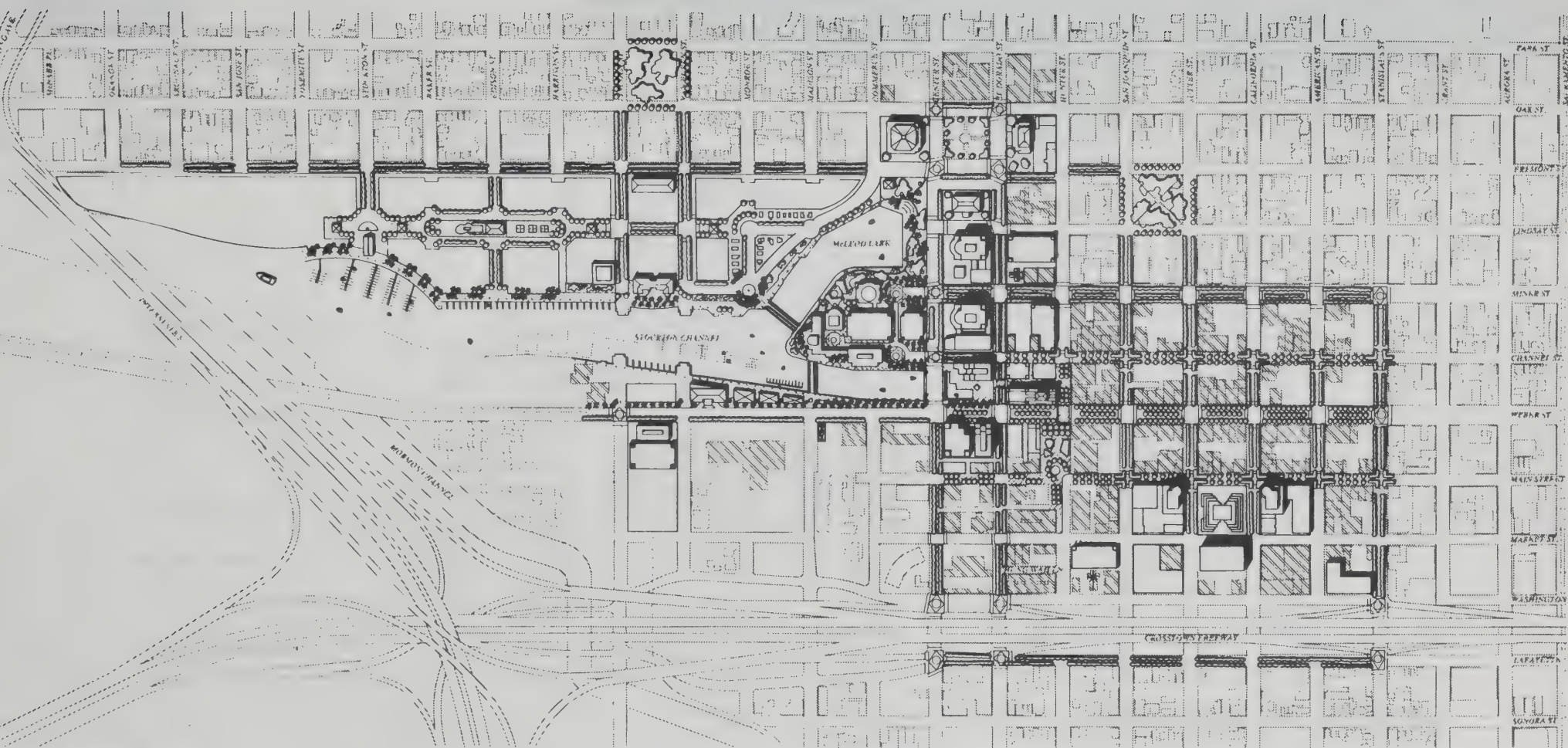
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ECONOMISTS

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LAND USE
PLANNER

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LONG RANGE URBAN DESIGN CONCEPT PLAN

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DIAZ

ARCHITECTS
PLANNERS

WILLIAMS
KUEBELBECK

ECONOMISTS

ADAM KRIVATSY

LAND USE
PLANNER

POD, INC.

LANDSCAPE
ARCHITECTS

BARTON
ASCHMAN

TRAFFIC

OFFICE BUILDINGS
450,000 SF
1200 PARKING SPACES

CHANNEL HEAD
COMMERCIAL COMPLEX
300,000 SF
900 PARKING SPACES

OFFICE BUILDING
150,000 SF
RETAIL

OFFICE BUILDING
150,000 SF
RETAIL

SOUTH SHORE
HOTEL AND RETAIL
COMPLEX

SCULPTURE GARDEN

CULTURAL ETHNIC CENTER

1000 PARKING SPACES

CONVENTION CENTER
EXHIBIT HALL
MEETING ROOMS

HOTEL
350 ROOMS
RETAIL

NORTH SHORE
RESIDENTIAL
COMMUNITY

ARTIST CONCEPTION WEBER POINT SKETCH STUDY

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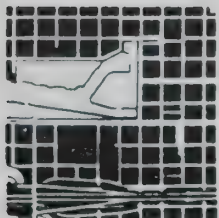
KAPLAN
McLAUGHLIN
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PLANNERS

WILLIAMS
KUEBELBECK
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LAND USE
PLANNER

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3.2 IDEAS & IMAGES FOR
CENTRAL STOCKTON

The Central Stockton Design Concept describes the parameters for physical "urban" form and land uses within the Central Stockton area. Its intent is to provide a framework for decision-making during the planning and design of buildings and public improvements.

This section provides images of Central Stockton's appearance in 10 to 12 years.

The series of concept sketches provided illustrate what will someday be the urban environment for visitors, workers, shoppers, and residents of Central Stockton.

Sketch 1 - Weber/El Dorado Intersection

From this vantage point the new Channel Head Plaza and Office Development unfolds to the viewers left, with Weber Point just beyond. To the viewer's right lies the renovated Hotel Stockton.

Sketch 2 - Bridge Street Public Market

After parking at the nearby garage the public market at Bridge Street and the renovated hotel Stockton creates a nostalgic setting and a real sense of a living urban marketplace.

Sketch 3 - Luxury Hotel and Convention Center

Exiting the Weber Point Parking structure on foot the visitor enters a formal plaza in front of the Hotel and Convention Center. The Plaza acts both as entrance feature for the structures and a major public space.

Sketch 4 - View to North Shore from Weber Point

From Weber Point the visitor spots retail activities, residential structures and Heritage Square on the near North Shore, a Pedestrian Bridge allows the visitor a panoramic view of Heritage Square and the Park Land surrounding the Channel.

Sketch 5 - View to North Shore from South Shore

After crossing the Pedestrian from Weber Point to the South Shore the visitor views an active Marina and the north shore across the channel.

Sketch 6 - Cultural Center on Weber Point from North Shore

The waterfront is enhanced by the Park at McLoed Lake and the view to the Cultural Center.

Sketch 7 - Civic Center Gateway

Streetscape improvements and a Civic Center expansion building set off a beaux-arts civic attraction.

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Sketch 8 - Main Street

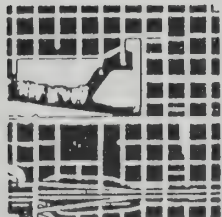
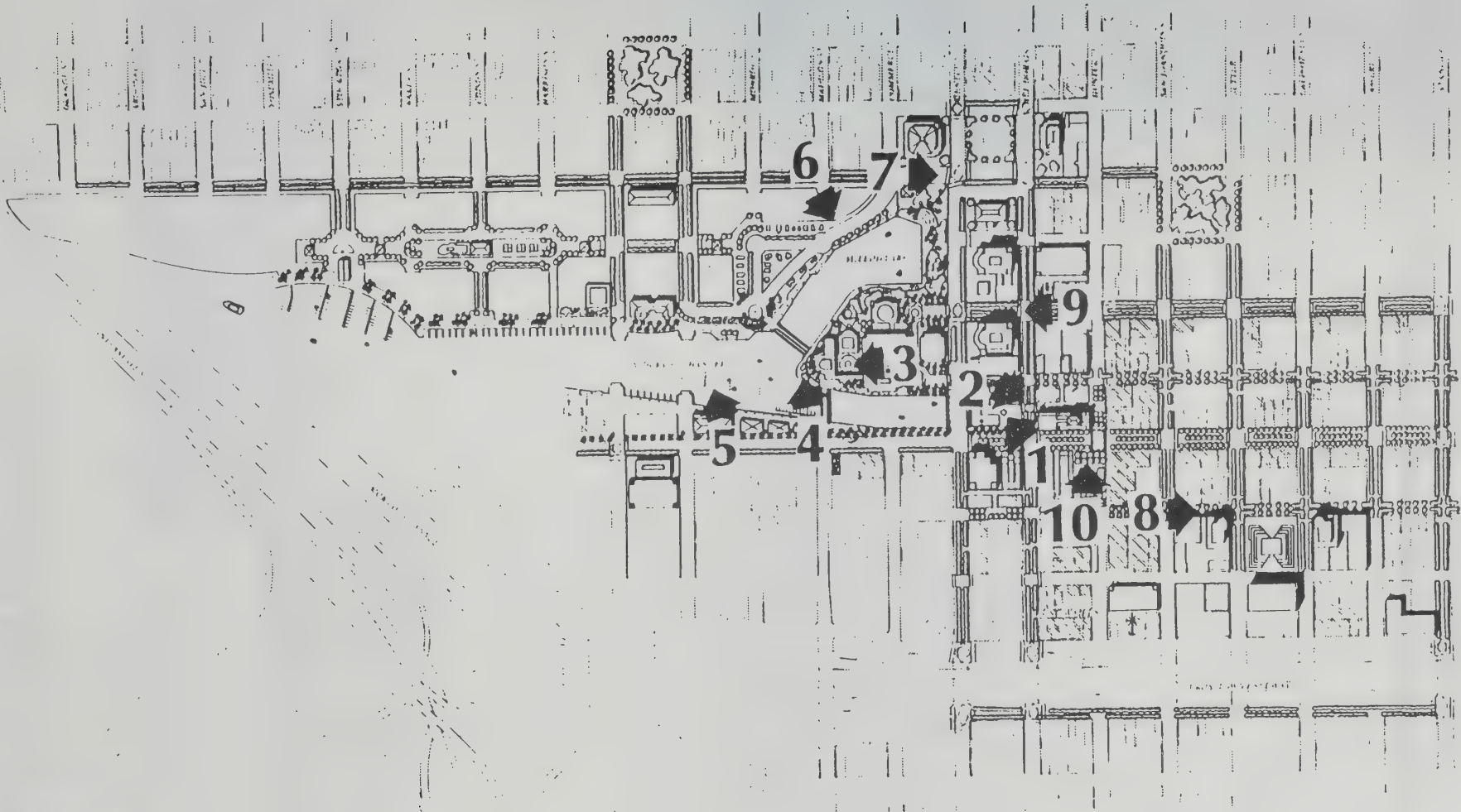
This historic street benefits from its intimate scale, heighten by office towers defining the streetwall and revitalized ground floor retail. Its scale and composition creates a business street that is friendly to the pedestrian.

Sketch 9 - Entering Weber Point from Miner Avenue

The Stockton Cultural Center creates a grand entrance to Weber Point and terminates the view from Miner Avenue.

Sketch 10 - Renovated Hunter's Square

At the heart of the Central Business District, a renovated Hunter's Square takes its proper place as the CBD's primary public space. Renovated structures and retail pavilions add vitality and usability to the square.



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CENTRAL STOCKTON IMAGE SKETCHES - KEY MAP

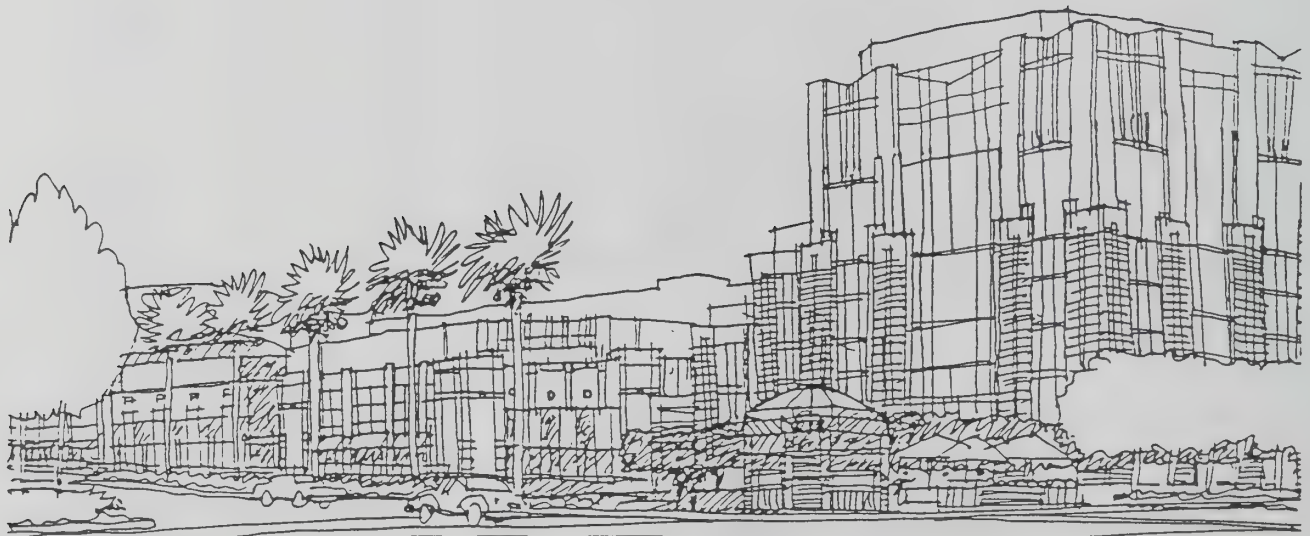
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WEBER BLOCK

VIEW OF CHANNEL HEAD CATALYST AREA



IMAGE SKETCH I



STOCKTON HOTEL
VIEW OF BRIDGE STREET HUNTER



IMAGE SKETCH II



WEBER POINT
VIEW OF HOTEL AND CONVENTION CENTER



IMAGE SKETCH III



WEBER POINT
VIEW OF CHANNEL PROMENADE

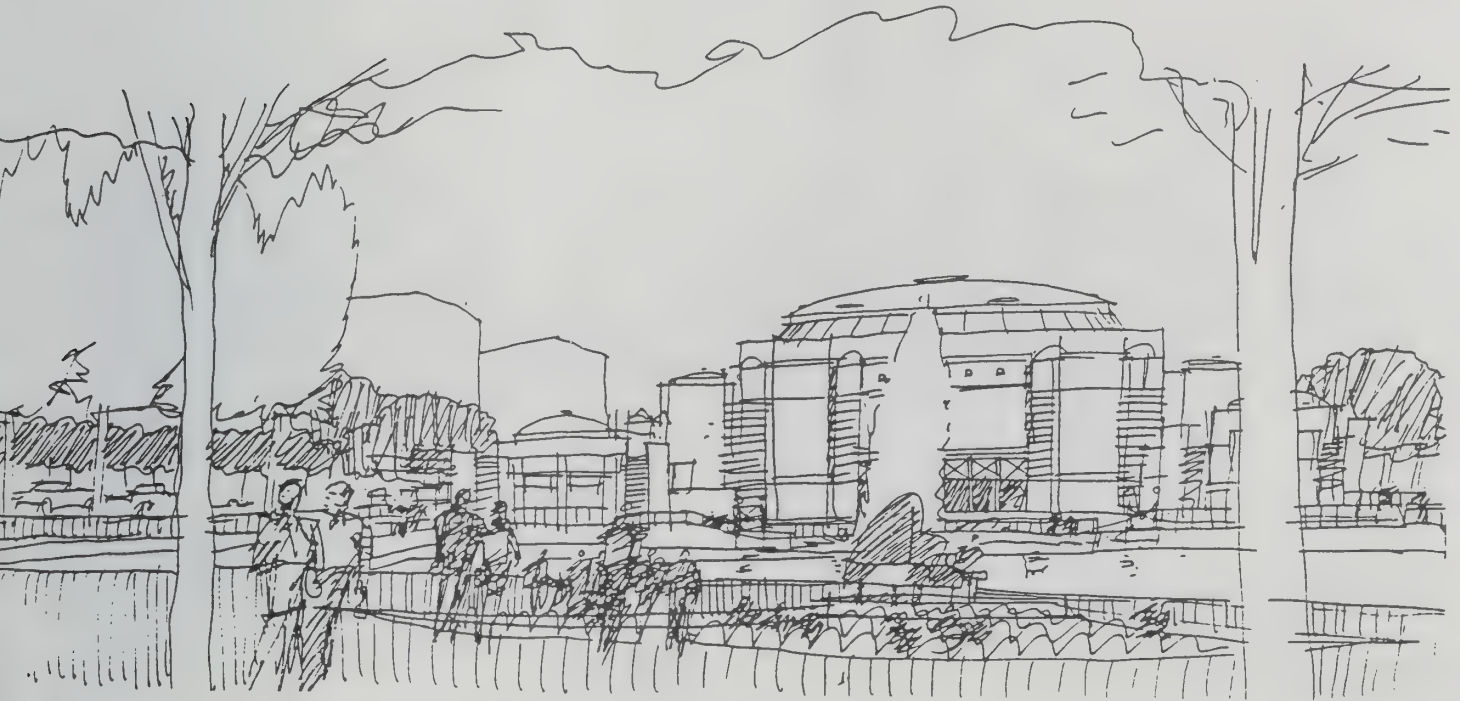




NORTH SHORE
VIEW FROM THE WAREHOUSE



IMAGE SKETCH V



WEBER POINT
VIEW FROM NORTH SHORE OF CULTURAL CENTER

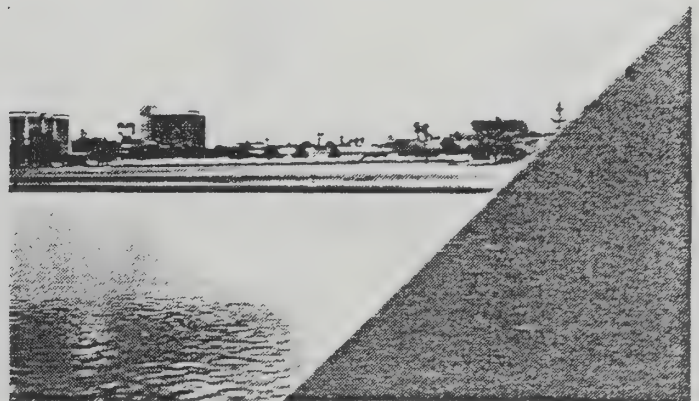


IMAGE SKETCH VI



IMAGE SKETCH VII



IMAGE SKETCH VIII



WEBER POINT ENTRANCE
FROM MINER AVENUE



IMAGE SKETCH IX



IMAGE SKETCH X

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4.0

4.1 STRATEGIES**4.1.1 Revitalization Strategy
Summary****OVERVIEW**

The Community envisions Central Stockton to develop as a viable living, working, shopping and cultural environment with a full range of day and night time activities.

To accomplish this, it is necessary to focus the CBD's share of the office market into a smaller area. The plan proposes to create an urban core area extending from the Civic Center to the Waterfront to the existing Main Street Business District. The overlapping of office employees, retail and cultural activities will support the economic and social environment necessary for a REGIONAL URBAN CENTER.

Furthermore, the strategy for Central Stockton is based on the principles of market-based land use planning and aggressive marketing of a new image for Central Stockton.

A new image for Central Stockton will be critical to attracting a due share of the regional market of commercial development. Only after a nucleus of a "new downtown" has been established, will plans for long-range revitalization be meaningful.

Accordingly, a recommended structuring of land uses for Central Stockton require two levels of planning:

1. Within the next decade, all development must be directed for maximum beneficial effect in a given area, in order to create the nucleus for a rejuvenated "downtown" business district; and
2. Meanwhile, the City's land use policies must prepare the framework for an expanded, healthy, up-to-date Central District.

The community has recognized the necessity -- and the potential -- of establishing a new image for the Central Business District (CBD) through a strategy that will build on the strongest components of the historic downtown, and the most promising opportunities around the Stockton Channel. The proposed revitalization strategy incorporates important complementary urban planning elements including:

1. Establish a presence on the Stockton Channel Head
2. Complement established elements of downtown development with new, "infill" projects, and
3. Establish a better pedestrian environment with greater continuity along key streets.
4. Establish substantial urban services, such as parking, etc. in a coordinated manner necessary to support a urban City Center.

Final Plan**ACTION PLAN****4.0**

The program also addresses the strategies necessary to help make real estate development an attractive and feasible venture in Central Stockton.

Development strategies take advantage of strength of the regional marketplace along with the positive potential that exists for Central Stockton. Projections indicate that by directing new development to the CBD, potential for an active, water-oriented environment could be realized within the next decade. The Channel Head, Weber Point, and the new American Savings and Loan headquarters are important locations for catalyst sites. Catalyst sites act as important new nodes of activity as well as anchors for further development.

The Planning & Development Strategies complement each other to form the basis for revitalization. Six strategies for revitalization are stated below and expanded in this concept plan.

CENTRAL STOCKTON KEY REVITALIZATION STRATEGIES**Planning Strategies**

1. Define and Create a Compact Urban Core
2. Develop an integrated and diverse Waterfront/CBD District
3. Systematically implement a Physical "Urban" Support System utilizing a streetscape/open space, access/parking, etc.

Development Strategies

1. Follow an Employment Driven Development Program
2. Utilize Catalyst Sites for key turnaround Projects
3. Coordinate, Prioritize, Focus, and Leverage Public Resources to enhance the potential for successful revitalization

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4.1 STRATEGIES

4.1.2 Planning Strategies

COMPACT URBAN CORE

The primary urban design strategy focuses on the creation of a "urban core". The urban core is to be a central business district, compact and pedestrian in nature, developed at high densities, and with a diverse set of land uses, such as; hotel, retail, entertainment, and cultural uses supporting office uses.

A compact urban core should build on existing attributes within Central Stockton at the locations which the most "strategic" in forming a new identity and image for downtown Stockton.

The area shown on the Short Range Urban Design Concept Plan in hatched and detailed building form reflects the short term goal (next 10 years) of establishing a "sense of urban place" for Central Stockton. The area illustrated is approximately 20 blocks, large enough to accommodate all of the commercial development potential for downtown Stockton over the next ten years. Should the development occur at the maximum potential within this area over the next ten years, a critical mass will be established that is likely to become self-perpetuating; assuming no major changes occur in the political or economic environment. The new development would also anchor the Central Business District on the Stockton Waterfront.

Even within this 20-block area, sites have been prioritized. Weber Point, the Channel Head/Hunter Square's 4-block quadrant, sites along the Center St./El Dorado St. corridor and sites adjacent to the new American Savings Building are most important. These sites will build on underutilized assets, and help create a new downtown image.

The urban core strategy also considers how the priority core will fit into Central Stockton long into the future. It is located to take advantage of the waterfront as well as key vehicular, transit, pedestrian, and shopping streets. In addition, it is located at the most visible and geographic center of Central Stockton. Lastly, it allows for future growth in the form of both small and large projects, that someday could round out the physical setting of the CBD and make it a true 18 hour a day, 7 day a week, urban center for the Central Valley.

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4.1 STRATEGIES**4.1.2 Planning Strategies****INTEGRATED WATERFRONT AND CENTRAL BUSINESS DISTRICT**

The second urban design strategy reflects the community's vision of a city emanating from the waterfront. To accomplish this, the Central Business District is extended towards the Stockton Channel and the process, the Civic Center is connected by newly developed office buildings to the Financial District. In the process, the image of greater Central Stockton will be also recast. A revitalized Central Stockton should be both integrated and differentiated between its urban core and its "close-in" neighborhoods which can be urban pedestrian villages. The CBD/Waterfront would become the setting for a wide range of business and cultural functions, landmark architecture, and active public spaces.

The community has identified numerous projects that have potential to contribute to Central Stockton. Some of these include:

- Ethnic Cultural Center
- Convention Center and Hotel
- Waterfront Hotel
- Arts/Theater/Class Room Complex
- Heritage Square
- Public Market
- Variety of Retail - Specialty, Regional, Neighborhood
- Hotel Stockton Renovation
- Civic Center Expansion
- Office Buildings on South Shore and the Channel Head
- New North Shore Neighborhood

The opportunity also exists for a variety of public spaces:

- Parks
- Waterfront Walks and Plazas
- Pedestrian Streets
- Major Public Plazas
- Indoor Public Spaces
- Gallery/Arcades
- Intimate Pocket Parks

The Long Range Urban Design Concept Plan indicates how all these parts can fit together in a structured urban environment that Could be developed over the next 20 years.

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4.1 STRATEGIES**4.1.2 Planning Strategies****PHYSICAL SUPPORT SYSTEMS**

The third of the primary physical planning strategies is the development of "urban" physical support systems. The nature of high density urban environments mandates a different set of supporting amenities than suburban settings. The most critical physical support systems include adequate access, parking and hospitable public open spaces and streetscapes.

The relationship between the two systems is extremely important since the parking/access system is primarily a service element, while the streetscape and open space system primarily relates to pedestrian or visually important served elements.

Since both these systems enhance real estate values by supporting building space users, the strategy is to locate service elements such as parking garages as close to user buildings as possible without interfering, physically or visually, with public open spaces or pedestrian oriented streets. In addition, pedestrian spaces need to be link to supporting land uses.

For access/parking Center Street, El Dorado Street, Miner Avenue, Fremont Street, and Stanislaus Street as primary access streets, California Street north of Weber Avenue and Weber Avenue serve as secondary access streets. Market Street and Hunter Street are downtown service streets, that connect access streets with parking resources. Parking resources are primarily structured and occur on half-block, to quarter-block sites or within major or under projects.

A streetscape and open space system serves to define the entrances and limits of the CBD, define the character of important streets, define pedestrian movement, and locate important public open spaces. Important enhancements should be to the Stockton Channel and the existing street and park structure. Weber Avenue is to be revitalized as Stockton's version of Main Street, USA. Main Street and Channel Street are intended to be intimate pedestrian/retail streets at the ground level with mid-rise office space above. Miner Avenue, Fremont Street, Center Street, El Dorado Street, and Stanislaus Street take on an Urban Boulevard appearance. The Channel Head/Hunters Square quadrant also is designed to be the "place" where the waterfront open spaces and the pedestrian and shopping streets intersect.

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ACTION PLAN

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4.1 STRATEGIES

4.1.3 Development Strategies

EMPLOYMENT DRIVEN DEVELOPMENT PROGRAM

Employment first is the fundamental philosophy and strategy consideration for the revitalization of Central Stockton. Downtown office expansion for prime office and back office users along with Government office space is projected to be approximately 2,000,000 square feet by the year 2000 under the best case scenario. This represents almost a doubling of existing space that if focused in the Core Area will form the nucleus of a revitalized downtown. This employment will support hotel, retail, cultural, and other downtown activities.

Based on this forecasted office growth and focusing a larger percentage of Stockton's office market in the CBD, the following development program appears to be realistic (all numbers rounded).

NEW DEVELOPMENT PROGRAM

Office space	2,000,000 SF
Convenience retail	60,000 SF
Specialty retail	100,000 SF
Regional retail	1,200,000 SF 1
Hotel	450 Rms 2
Convention/meeting	25,000 SF
Residential	1,000 Units 3
Other	4

1 Year 2010 figure based on regional market demand, location and site acquisition. Issues in future would need to be resolved to make regional retail a feasible element in program.

2 Located in 3 hotels: 200 room luxury hotel, 150 room suites hotel, and 100 rooms in renovated Hotel Stockton

3 Residential figure dependent on major north shore waterfront community being developed at 30 to 40 units per acre between 1995 and 2000.

4 Special projects such as a cultural center and artist live/work center (current estimated potential 40 units), etc.

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4.1 STRATEGIES

4.1.3 Development Strategies

CATALYST SITES

Catalyst sites for public and private investment are a strategic component in the Development Strategy. Location of catalyst sites is determined by their strategic importance to the urban plan concept and their development susceptibility.

Key to this approach is to identify which sites located within the urban core area are susceptible to development. The criteria which is used to identify potential development sites includes:

1. Proximity to existing assets.
2. Present development on site is of low intensity or physically deteriorated.
3. Present structures on site are not of historic significance.
4. The size of the potential development site is large enough to locate a sizable structure, preferably 1/2 to 1 block, and 1/4 block at a minimum.

By identifying sites and coordinating available sites within the overall urban Design Concept, future development opportunities can be assessed and actions devised to capture the opportunities that will best support the revitalization effort.

In devising a strategy for a particular site, the existing use, zoning, site area, and number of actual properties might not accommodate a potential development scenario. This may indicate policy changes in land use, zoning, or other ordinances would be necessary. In addition, necessary marketing, and administrative actions can be identified as part of the implementation strategy to utilize a catalyst site approach to revitalization.

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4.1 STRATEGIES**4.1.3 Development Strategies****COORDINATED, PRIORITIZED, FOCUSED,
AND LEVERAGED RESOURCES**

In the effort to maximize the benefit from the City's limited resources, those resources available need to be:

1. Prioritized - starting with uses that will create the most catalytic benefits.
2. Focused - placed in close proximity to be mutually beneficial.
3. Leveraged - use existing assets and credit to generate improvements in a shorter timeframe.

In the context of the total Central Stockton Revitalization strategy, further actions must take place to ensure the prioritized, focused, and leveraged resources do not go to waste and support private sector investment.

The following guidelines should be considered when making resource allocation decisions and implementing revitalization.

- Build on existing assets.
- Coordinate public with private investments.
- Coordinate City public works improvements across functional departments and divisions.
- Help maximize the economic potential (profitability) of development projects -- this can be accomplished by actions that increase revenue or lower costs development (operations or debt).
- Reduce "Regional" market risk by attracting a diverse group of businesses to Stockton (Economic Diversification).
- Reduce development uncertainty by adapting and sticking to the Central Stockton Plan.
- Require consistent high quality physical improvements and on-going maintenance of both Public and Private improvements.
- Set a schedule and achieve catalyst project goals on time to illustrate the City's commitment and capabilities in implementing public/private projects.
- Build towards a functionally diverse and integrated land use pattern through careful review of proposed projects.

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ACTION PLAN

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**4.2 DOWNTOWN SUPPORT
PROGRAM****4.2.1.1 Zoning & Land Use Element**DESCRIPTION:

The Zoning and Land Use Element defines mix and intensity of use for Central Stockton.

INTENT:

The purpose of this element is provide the underlying land use expectation and policy direction for administering development in Central Stockton.

GENERAL CRITERIA FOR IMPLEMENTATION:**The Setting**

Central Stockton comprises 665 acres. The Channel occupies a mere 8 percent of the area, while public rights-of-ways occupy 37 percent and 172 city blocks take up 55 percent of the land. Central Stockton is dominated by commercial and residential uses. However, nearly 20 percent of the developed land is devoted to uses which no longer serve central city functions.

Development intensities in Central Stockton, measured in terms of floor area ratios (FAR), range from 0 to 4.0. However, the average FAR is only 0.7, quite typical of communities of similar size. This uneven pattern of development creates many opportunities for redevelopment in the central city. Annual demand for net developable land is estimated at 3.35 to 5.35 acres for commercial, marine services, housing, and retail uses. This represents a demand for 1.6 to 2.6 city blocks per year.

The Planning Team's analysis indicates that the present land use pattern in Central Stockton reflects a bygone era, a time when the city served as an important agricultural distribution hub, shipping its products by water and rail. Despite persistent efforts to revitalize the central city, Stockton has not yet developed a healthy urban core. However, the spotty land use pattern represents many opportunities for in-fill development, especially in the Channel District and at the east end of downtown.

The City has resolved to expand the land use inventory in Central Stockton, in order to establish a strong presence on the waterfront and to create a new personality, a new image, for the business community in association with the Channel. The community's aspirations for the future are reflected in the long-range land use concept put forward by the Task Force and the KMD planning team.

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In view of the size of the area and the anticipated modest pace of development, it may take decades before the long-range land use concept for Central Stockton will become a reality. Yet, the Planning Team believes that it is important to refine the long-range vision for Central Stockton. Continued refinement will provide a basis for the land use decisions that must be made so often in the daily life of a community.

In complement to this vision, land use strategies designed to carry on the process that will help create a new, more successful Central Stockton. Some guiding principles include:

- Actively promote Central Stockton as a promising place for accommodating regional office headquarters.
- Promote regional shopping within Central Stockton, including theme shopping (e.g. mercado, etc.) in combination with waterfront recreational amenities.
- Support the multi-use urban development of Weber Point, to serve as a hub of cultural, recreational, commercial, and visitor activities.
- Promote the expansion of visitor accommodations and meeting facilities along the eastern waterfront.
- Promote early restoration and re-use of the Stockton Hotel and other historic attractions of regional significance.
- Promote the long-term development of urban housing and close-in residential neighborhoods, to reestablish a stable and diverse Central Stockton.
- Determine the appropriate size of Central Stockton and define its limits.
- Strive to attract at least 50 percent of the City's office employment to downtown Stockton.
- Continue to concentrate City, County, and State office employment within the central city.
- Strive to attract at least 25 percent of specialty shopping within the Stockton Metropolitan Area to the Central City.
- Assure that the major meeting facilities and associated overnight accommodations are located in Central Stockton.
- Control competing development through effective legal measures.
- Keep land use policies consistent with land use goals within the City.

Final Plan

ACTION PLAN

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These City-wide guiding principles have been expressed in the recommendations of the Task Force and planning team in form of the following criteria for policy planning:

- Coordinate the General Plan update process with the planning efforts that address new plans for Central Stockton.
- Strive for a qualitative and quantitative balance in combining land uses within Central Stockton.
- Limit industrial uses in Central Stockton and gradually remove automotive uses from downtown.
- Formally promote the idea of a "downtown regional retail center" within Central Stockton and discourage major shopping centers in outlying areas.
- Reconsider practices that devote most of the improved waterfront to permanent dockage for pleasure craft, and promote the idea of Stockton as a "destination" for recreational boaters by increasing the number of guest docks.

4.2.1.2 Zoning & Land Use Actions

The residents and business community of Stockton have invested much time and the City has committed considerable funds to seek a direction for shaping the future central city. This concerted effort resulted in land use decisions that will require certain actions toward implementation.

SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY - Once a long-range land use concept for Central Stockton has been found acceptable, the City must formally adopt it and incorporate it into the General Plan and Zoning Ordinance. This concept replaces industrial uses and automotive businesses with residential and downtown - serving commercial uses. It also envisions a more compact Central Business District. The first step would require an amendment of the Land Use and Circulation elements of the Stockton General Plan. Preferably, this step would be combined with the concluding steps of the current General Plan update process, and consider the recommendations of this plan. Recommendations for land use distribution and development intensities are indicated on the Land Use Plan included in this section of the report.

Other regulatory actions may include corresponding revisions to the Zoning Map and perhaps provisions of the Zoning Ordinance which regulate commercial office development in the city. The proposed new zoning map is presented in this section of the report. Changes in the Zoning Ordinance will have to address the height of office buildings allowed outside of the Central City, in keeping with principles adopted by the task force.

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ACTION PLAN

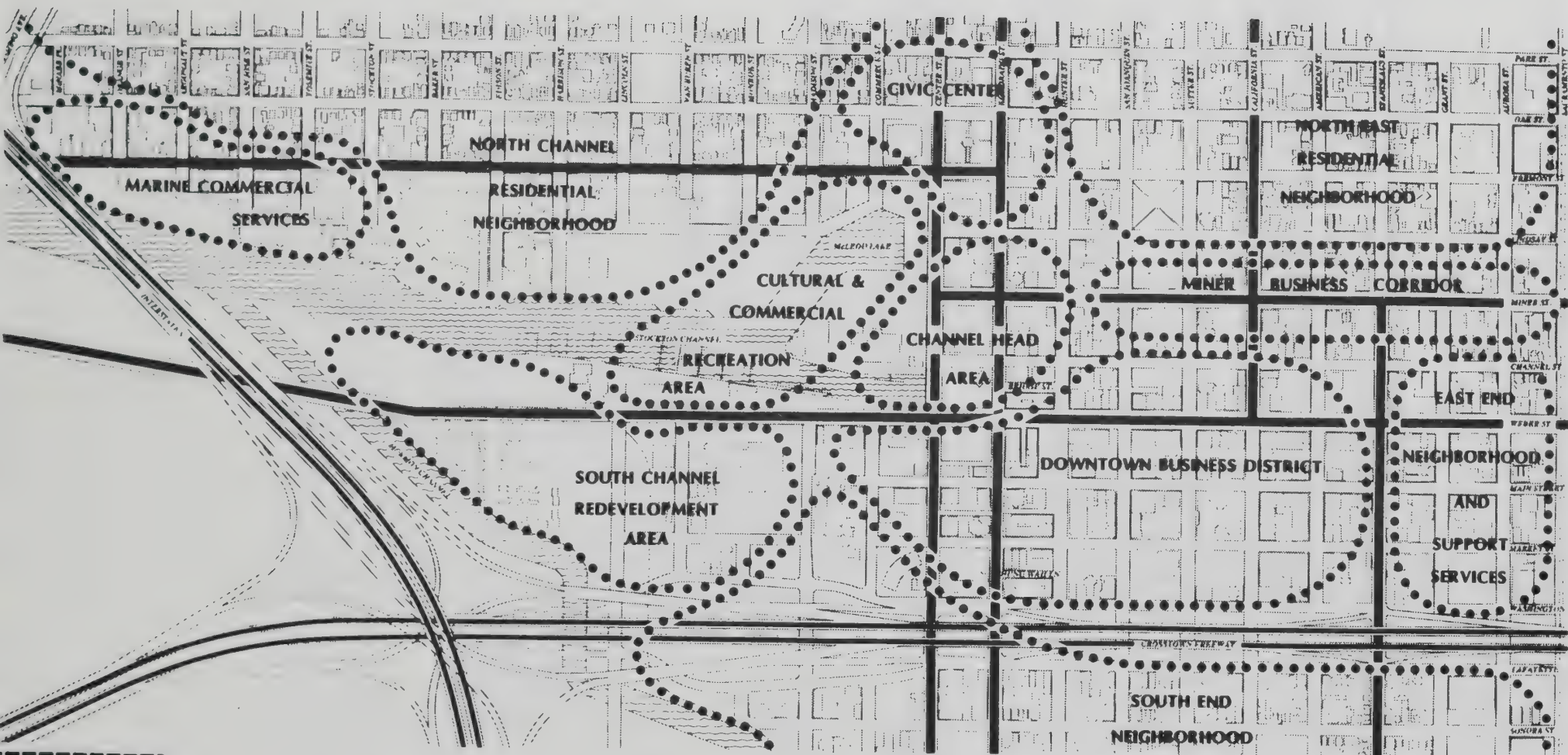
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ADMINISTRATIVE - The current planning process for Central Stockton will produce a set of planning and design recommendations for the City's consideration. The City's first administrative act will be a public discussion of and subsequent decision regarding the recommendations of the consultants and the Task Force. The City's administrative actions will include:

- Coordinate the long-range land use concept for Central Stockton with supporting land use strategies.
- Assign responsibilities for pursuing complementary elements of the plan, and coordinating with other land use policies.
- Prepare specific plans for areas of priority in order to determine public responsibilities for capital improvement work, to establish bases for funding and for negotiating with private development interest.
- Undertake an item-by-item analysis of the Central Stockton Plan to identify special opportunities for putting community interest groups to work in promoting and implementing complementary "pet" projects. Special intention should be given to urban housing and renovation of residential neighborhoods within Central Stockton.
- Set a date for the annual review and update the Revitalization Program, preferably at a time of the year when the resulting information can be reflected in the annual budget process.

SUPPORTING & INCORPORATED EXHIBITS:

Generalized Land Use Concept (Reprinted from Concept Plan)
Proposed General Plan Land Use Distribution and Intensity
Proposed Zoning



LONG RANGE LAND USE CONCEPT

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LONG RANGE LAND USE PLAN - PRIMARY LAND USE BY BLOCK

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1.2 EFFECTIVE FLOOR AREA RATIO	REAR COMMERCIAL	MEDIUM DENSITY RESIDENTIAL	INSTITUTIONAL	MAJOR PUBLIC PARKING STRUCTURE (on-block)
COMMERCIAL OFFICE	PEDESTRIAN ORIENTED RETAIL	HIGH DENSITY RESIDENTIAL	MIXED-USE SUPPORT SERVICES	TRANSPORTATION TRANSIT FACILITY
HOTEL	LOW DENSITY RESIDENTIAL	GOVERNMENT SERVICES	MARINE SALES & SERVICES	PUBLIC PARK, SECONDARY LAND USES
KAPLAN McLAUGHLIN DIAZ ARCHITECTS PLANNERS	WILLIAMS KUEBELBECK ECONOMISTS	ADAM KRIVATSY LAND USE PLANNER	POD, INC. LANDSCAPE ARCHITECTS	BARTON ASCHMAN TRAFFIC



ZONING PLAN



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ZONING DESIGNATIONS

C2 GENERAL BUSINESS DISTRICT	R1 SINGLE FAMILY RESIDENTIAL DISTRICT
C3 CENTRAL BUSINESS DISTRICT	R2 TWO FAMILY RESIDENTIAL DISTRICT
CR COMMERCIAL RESIDENTIAL DISTRICT	R3 APARTMENT RESIDENTIAL DISTRICT

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4.2 DOWNTOWN SUPPORT PROGRAM**4.2.2.1 Public Space Improvement/
Maintenance/Use Program
Element**DESCRIPTION:

A phased public space improvement program designed to rehabilitate existing public spaces, create new public open spaces, formulate an effective and feasible maintenance strategy, and program open space activities to generate positive uses.

The success of the program is dependent upon coordination of these improvements with new development, particularly the catalyst sites. This will enhance the image and viability of new development and, reciprocally, support positive public perception and use of the public spaces in Central Stockton. The of public open spaces depends upon the viability and appropriateness of the surrounding land uses.

INTENT:

The public space improvement program is intended to create a new public image of Central Stockton and to provide an environment where people enjoy to live, work, and recreate. The improvement and enhancement of the public spaces in Central Stockton will:

- Create a system of public spaces through new and existing development
- Link existing open space elements into a *system* of public spaces
- Integrate the waterfront and the downtown through open space and streetscape treatments which provide a positive pedestrian environment
- Unify the significant elements (the CBD, the Civic Center, the waterfront) of Central Stockton into a cohesive urban core
- Emphasize the sense of arrival to and existence of a City Center
- Insure the long term maintenance of public spaces

Final Plan

ACTION PLAN

4.0

GENERAL CRITERIA FOR IMPLEMENTATION:**PUBLIC SPACES**Streets

The streets of Central Stockton should be delineated by four types of streetscapes within the public space system: urban boulevards, boulevard shopping streets, pedestrian shopping streets, and neighborhood streets.

Urban Boulevards - large scale streets which are primarily vehicularly oriented

Fremont Street
Miner Avenue
Weber Avenue (west of Center Street)
Center Street
Eldorado Street
Lafayette Street
Stanislaus Street

Streetscape Elements:

- Consistent planting (maximum of 30 feet on center) of large scale canopy trees in tree wells or tree grates in sidewalks
- Use of planted medians where right-of-way width allows
- Medallions of special paving at entry points to the urban core and gateway features (vertical element, entry elements, civic signing) as appropriate

Boulevard Shopping Streets - unique combination of large scale vehicular street, transit destination, and a historic shopping street

- Weber Avenue (east of Center Street)

Streetscape Elements:

- Rehabilitation of existing median to provide a more consistent tree planting of large scale canopy tree
- Edge planting of trees in tree wells in sidewalks or planting islands introduced in parking lanes
- Widen sidewalks into parking lanes to provide planting areas and pedestrian amenities as appropriate
- Provide special paving at crosswalks
- Historic streetlights

Final Plan

ACTION PLAN

4.0

Pedestrian Shopping Streets - small scale streets which emphasize pedestrian elements to create an urban retail environment in which sidewalks and storefronts are integrated.

- Main Street
- Channel Street

Streetscape Elements:

- Trees in planters introduced into parking lanes (basements under sidewalks preclude tree well planting)
- Expand sidewalks at intersections to provide pedestrian amenities and planting areas, and slow traffic
- Provide special paving at crosswalks
- Canopies on storefronts
- Historic streetlights

Neighborhood Streets - medium and small scale streets which emphasize and enhance the residential environments and connect neighborhood parks to the urban core.

- Fremont Street (from Eldorado Street to San Joaquin Street)
- San Joaquin and Sutter Streets (from Lindsay to Miner)
- Lincoln and Van Buren Streets (between Oak Street and Stockton Channel)
- New Streets in the North Shore neighborhood

Streetscape Elements:

- Large scale canopy trees in landscape strips (i.e. the sidewalks should be separated from the curb)
- At special project areas (i.e. North shore neighborhood recreation facility) the landscape edge should be integral to the project landscape

Urban Plazas

Urban plazas in the urban core will provide an attractive setting for new and existing office and retail uses and the Stockton Channel waterfront. They are primarily developed as hardscape areas with shaded seating areas appropriate for heavy pedestrian use by office workers, shoppers, and visitors. Their design should support public activities associated with downtown environment, such as street fair, noon-time entertainment, and vendors.

Final Plan**ACTION PLAN****4.0****Hunter's Square**

- Renovation and rehabilitation of the existing plaza
- Expansion of the plaza to the east into the parking area off Weber Avenue to provide a forecourt for the adjacent catalyst redevelopment site and to provide a space of significant enough size for programmed events such as street fairs and lunchtime concerts
- Extension of Hunter's square north of Weber to Channel Street (maintaining through traffic on Weber Avenue) to provide a link to new development and open spaces at the Channel Head and Weber Point.

Bridge Street Plaza

- Close Bridge Street alley to provide a forecourt for the Market Pavilion and renovated Stockton Hotel
- The Market Pavilion activities should spill out into plaza to create a lively pedestrian environment
- Design elements should reflect surrounding historic character

Channel Head Plaza

- Initial connection between the waterfront and the downtown provides first view of the water
- Forecourt to Channel Head office building and ground floor retail
- Emphasis on access to the water
- Though trees are precluded because of the decking over the water, shade tents or pavilions need to be provided to create an amenable microclimate

Parks

The parks in Central Stockton provide essential components in a public space system to complement new development. They are primarily softscape, with an emphasis on large grass areas with formal and informal groupings of trees. They should provide the primary forum for both weekend and week day recreational activity and an important sense of visual relief, of "greenness", in an intensely built urban environment.

Civic Center Park

- Maintain as a formal square around which the City's principal civic buildings are arranged
- As the "center" of the Civic Center it is a historically important public symbol - a ceremonial space

Final Plan

ACTION PLAN

4.0

- Some revision of the central focal point is appropriate to provide a visually stronger focus to the Civic Center Park (the City currently has completed design plans which incorporated this)

McLoed Park

- Waterfront park (see next section)
- Key link between the Civic Center and convention center and the waterfront
- Design needs to provide spaces for activities which compliments the auditorium and convention use (a current City design plan includes an amphitheater)
- The water edge needs to be manipulated to provide near views of the water from Center Street
- Center of water-oriented public events (boat show, regattas, etc.)

Neighborhood Parks

- Most clearly in need of rehabilitation and redesign
- Essential that neighborhood parks should be located in a clearly recognizable *neighborhood* - the neighborhood should have a sense of ownership and commitment to creating and maintaining a positive public space
- The neighborhood park *rehabilitation* should only happen within a context of neighborhood *revitalization*
- The redesign of these parks should include elements which facilitate the maintenance of security and safety: low shrubs and groundcovers, high canopy trees, access ways for police vehicles, and no restroom buildings
- They should be designed for recreation of adults and children -- i.e. provide play equipment and small scale sports fields, etc.

Waterfront Edge

The waterfront edge surrounding the Stockton Channel should be developed as a variety of waterfront experiences and types linked by the water edge. The waterfront edge must incorporate a wide variety of existing and proposed land uses while creating a new destination for the visitor, workers, and residents of Central Stockton.

- The waterfront edge from Yosemite Street on the North Shore around to the South Shore should be the focus of the public recreational waterfront. A clearly defined public path follows the waterfront through hardscape public spaces (existing north shore path, south edge of Weber Point, and the south shore) and softscape public spaces (McLoed Park, north side of Weber Point).

Final Plan

ACTION PLAN

4.0

- The keystone to development of the waterfront into an integral and positive component of the urban core of Central Stockton is Weber Point - the park like character of the North edge fronting the Cultural Center links it functionally and visually to the Civic Center; the urban character of the south edge fronting retail development links it to the CBD and the downtown
- The public waterfront path should connect to the downtown at the Channel Head as part of the Weber Point development
- Future bridges will provide pedestrian loops around the Channel for residents, workers, shoppers, and visitors
- McLoed Park is an opportunity to expand the public waterfront edge and provide a forum water-oriented events which may draw large numbers of people
- The design elements most important to the public edge are the historic light standards (already in use along the existing north shore path) and the use of palm trees to highlight and focus the key elements along the waterfront

MAINTENANCE

The most critical task in the Central Stockton public space program is the ongoing maintenance of the streetscape and open space improvements. Even the most carefully planned and implemented public space improvements will be a failure without an ongoing, committed maintenance program. Due to an already overburdened maintenance department, the City cannot bear the direct responsibility for maintenance. Therefore, the most effective means of providing adequate maintenance is to establish a Maintenance Assessment Districts in Central Stockton. The burden for maintenance would be borne by the property owners who most directly benefit from it; City responsibility would then be limited to administration of the maintenance contract.

The City should establish four maintenance districts:

- 1) CBD maintenance district encompassing the office/commercial cove. In the future this could be expanded eastward to Sacramento Street.
- 2) South Shore/Waterfront maintenance district.
- 3) Civic Center maintenance district.
- 4) North Shore maintenance district.

The City should continue to maintain all other areas in Central Stockton.

Final Plan

ACTION PLAN

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The maintenance program for Central Stockton should meet the following standards:

- Regular clean-up of litter and trash from all hardscape and softscape areas.
- Regular pruning/mowing of groundcovers and shrubs to the edge of planting areas.
- Replacement of paving and pavers, street furniture, and lights either broken or worn through regular use.
- A minimum four year cycle of tree pruning.

Intrinsic to any adequate maintenance program is the provision of security maintenance as well as physical maintenance. The City must be committed to providing the necessary police surveillance needed to insure positive use of the public spaces in Central Stockton.

4.2.2.2 Public Space Improvement/

Maintenance/Use Program Actions SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY -

- Establish a Central Stockton Maintenance Assessment District
- Establish a streetscape and open space master plan for Central Stockton
- Provide incentive zoning for development of public space improvements

ADMINISTRATIVE -

- Develop a streetscape and open space, master plan for Central Stockton which provides for coordinated, phased public improvements in conjunction with new development.
- Provide for increased commitment for public security in Central Stockton.

FINANCIAL -

- Allocate funding, approximately 20,000, for the streetscape and open space master plan.
- Fund a Central Stockton Maintenance District (see above).
- Funding of public space improvements should be provided by tax increment financing (see section 4.3.9 for further discussion)

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ACTION PLAN

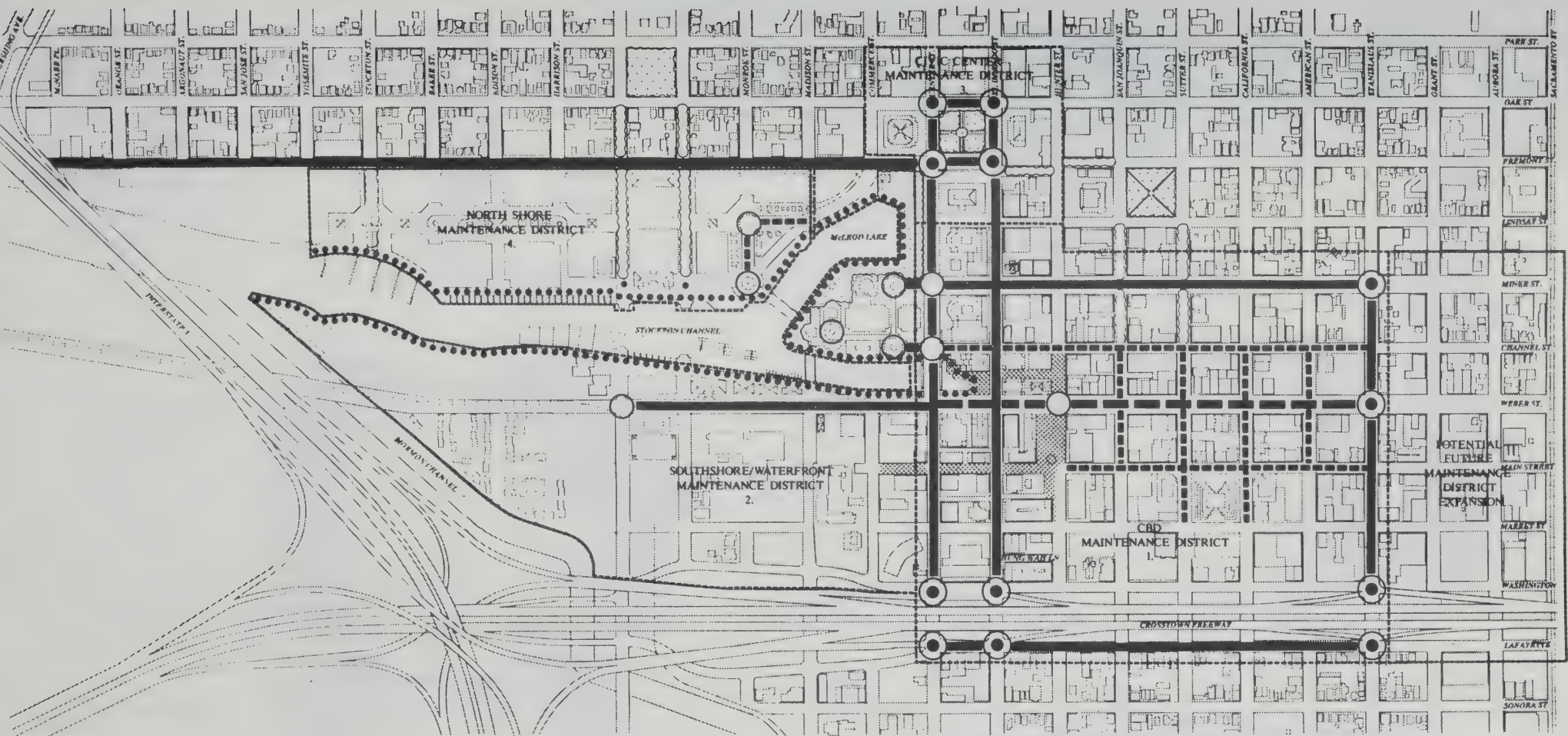
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PROMOTIONAL -

- Organize civic activities (parades, festivals, etc) which utilize and publicize the new and rehabilitation public spaces of Central Stockton
- Organize water-oriented promotional events to draw attention to the unique amenity of the Stockton Waterfront.

SUPPORTING & INCORPORATED EXHIBITS:

Streetscape and Open Space Concept Plan (w/Maintenance District)
Street Cross Sections
Streetscape Improvement Program Schedule
Conceptual Feasibility Analysis
Development Draw Down Schedule



STREETSCAPE AND OPEN SPACE CONCEPT PLAN

- | | | |
|---------------------------|----------------------|--|
| URBAN BOULEVARDS | PARKS | CENTRAL STOCKTON MAINTENANCE DISTRICTS |
| BOULEVARD SHOPPING STREET | WATERFRONT PROMENADE | NOTE: ALL OTHER AREAS TO BE MAINTAINED BY CITY PARKS AND RECREATION. |
| PEDESTRIAN STREETS | INTERSECTION FEATURE | |
| NEIGHBOURHOOD STREETS | GATEWAY FEATURE | |
| URBAN PLAZAS | | |

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ECONOMISTS

ADAM KRIVATSKY

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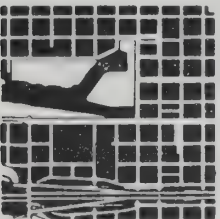
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ARCHITECTS

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ASCHMAN

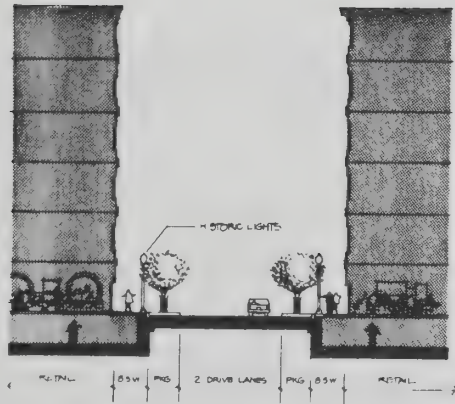
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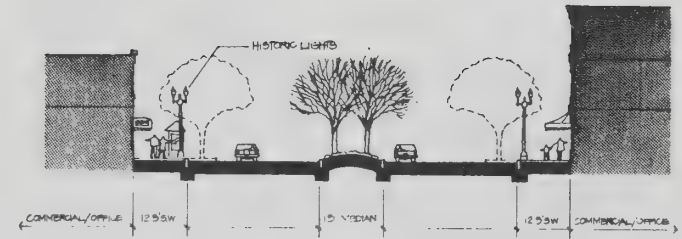
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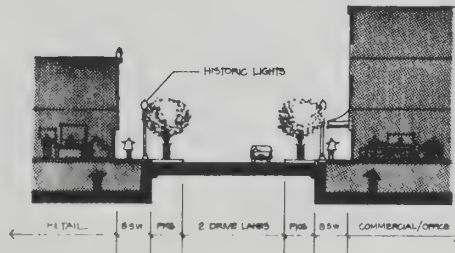
A
MAIN STREET



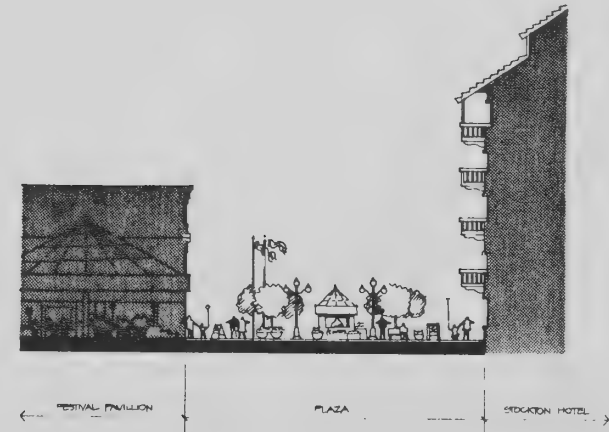
B
WEBER STREET



C
CHANNEL STREET



D
BRIDGE STREET PLAZA



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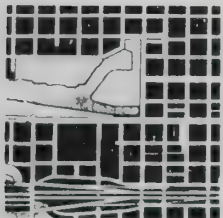
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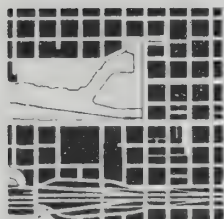
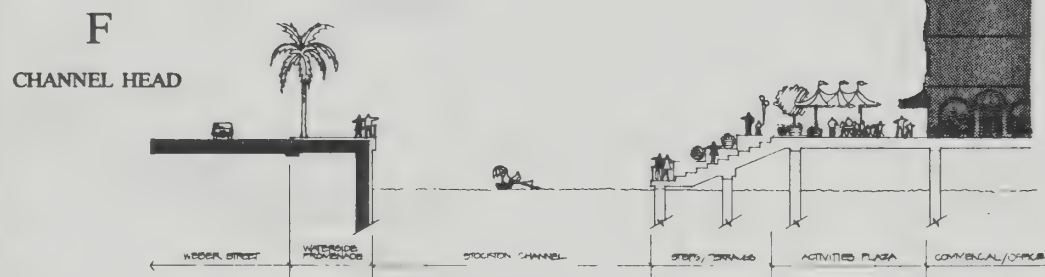
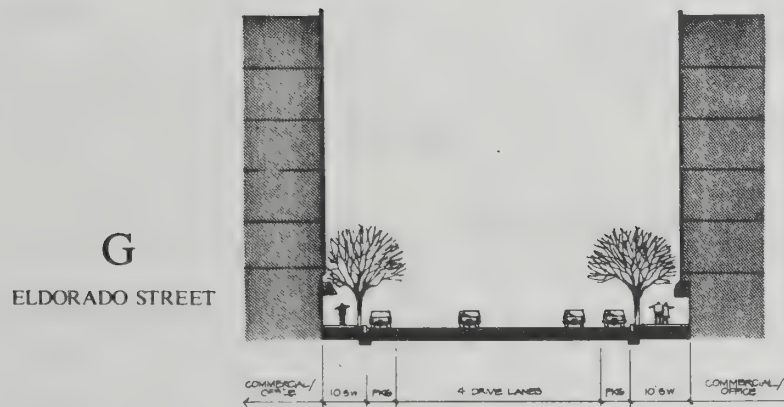
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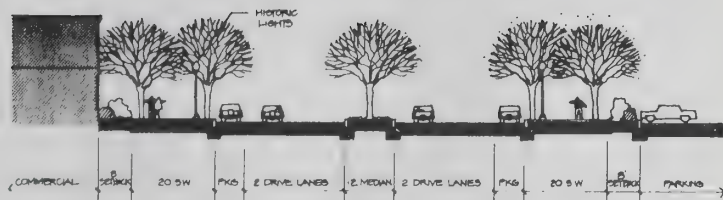
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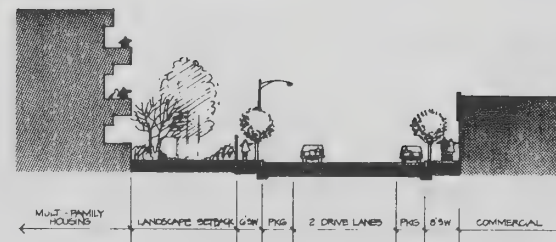
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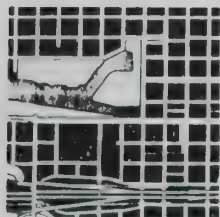
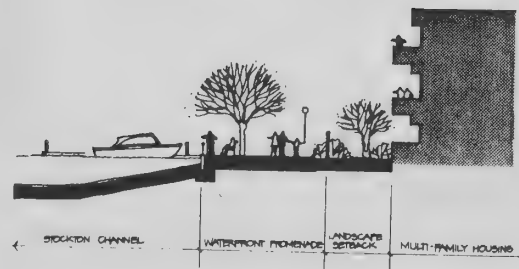
H
MINER STREET



I
FREMONT STREET



J
RESIDENTIAL
WATERFRONT
EDGE



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CENTRAL STOCKTON PLAN

Streetscape Implementation Schedule -- 30 June 1989

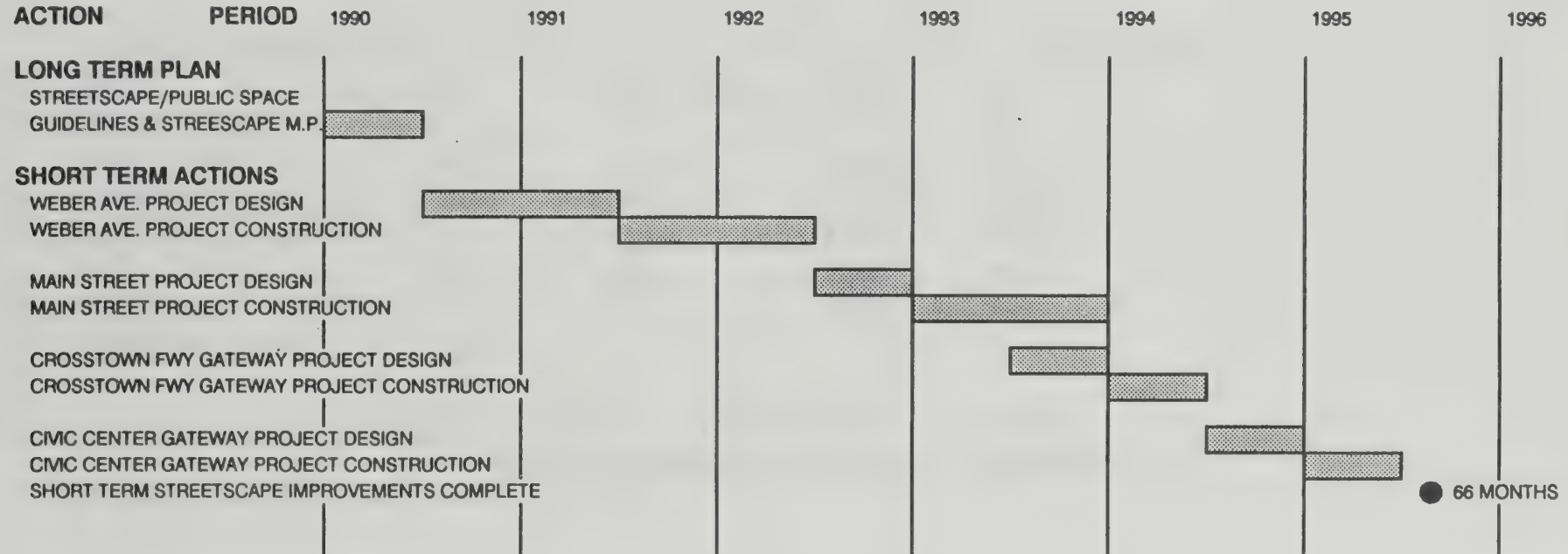
Kaplan McLaughlin Diaz

STREETSCAPE PROGRAM

Scheduling assumptions:

1. Coordinated Process
2. Implementation - Specific to a Streetscape Improvement Plan

SCHEDULE



Streetscape

Conceptual Feasibility Analysis—Streetscape Program

Preliminary Development Budget

Costs by Phase in Thousands of 1989 Dollars

	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Total</i>
-Long Term Plan	\$20			\$20
-Weber Ave		\$72	\$901	\$973
-Main Street		\$70	\$881	\$951
-Crosstown FWY		\$40	\$499	\$539
-Civic Center		\$63	\$789	\$852
-Soft costs*	\$61	\$154	\$399	\$614
-Contingency			\$461	\$461
Total	\$81	\$399	\$3,930	\$4,410

*Soft costs include planning, environmental review, bond issuance costs, construction financing and project management.

Streetscape

Break-Even Operating Budget					<i>Cash</i>	<i>Available</i>
<i>Source</i>	<i>Quantity</i>	<i>Units</i>	<i>Rate</i>	<i>Period</i>	<i>Flow</i>	<i>for debt</i>
-Office rents	0	sq. ft.	\$1.50	/month	\$0	\$0
-Retail rents	0	square ft.	\$1.00	/month	\$0	\$0
-Parking rents	0	stalls	\$60.00	/month	\$0	\$0
-Tax Increments*	\$500	million val.	1.00%	/year	\$5	\$4
Total					\$5	\$4

*Office buildings:
Adjacent apprec. \$500

Capital Funding Plan

<i>Source</i>	<i>Amount</i>	<i>Annual Pmts.</i>
Private Equity	\$0	
Private Debt	\$0	\$0
Tax Exempt Bonds	\$50	\$4
Public Land		
Total	\$50	\$4

Amount reqd. \$4,410

Public Grants \$4,360

Source: Williams-Kuebelbeck & Associates, Inc.

Streetscape

Development Draw-Down Schedule

	1990	1991	1992	1993	1994	1995	Total
-Planning	\$81						\$81
-Design	\$60	\$60	\$120	\$60	\$100		\$339
-Construction		\$589	\$589	\$1,179	\$589	\$982	\$3,930
Total Cost	\$141	\$649	\$709	\$1,239	\$689	\$982	\$4,410

Final Plan

ACTION PLAN

4.0

4.2 DOWNTOWN SUPPORT PROGRAM**4.2.3.1 Urban Design/Architectural Quality Program Element**DESCRIPTION:

The urban design/architectural quality program administers the development of urban design plans and standards, necessary financial and regulatory program components and supports review of Central Stockton development activity.

INTENT:

The purpose of this program is to facilitate and insure the quality of development, redevelopment, rehabilitation and public works projects are consistent with planning/design goals, criteria, and standards, and generally contribute to the quality and durability of the physical setting.

GENERAL CRITERIA FOR IMPLEMENTATION:

1. This program should be given equal priority with other aspects of the revitalization program to insure that high quality urban development occurs.
2. Buildings should be designed to encourage pedestrian "friendly" use of public space (sidewalks and plazas). Structures should face public spaces with building entrances, shop entrances and continuous retail or office storefronts.
3. Service elements of buildings and parking garages/vehicle entrances should avoid being located on streets designated for retail use and heavy pedestrian traffic.
4. Buildings and Spaces located near the Stockton Channel should be oriented towards the water. Service elements of buildings should be located so to not interfere with the visual quality or pedestrian continuity of the environment.
5. Building siting should provide for continuity of the urban street wall. Interruptions in the streetwall for plazas/public spaces should be limited to only places that serve as key landmarks or nodes of activity within the central city area or sub-areas.
6. Building's massing and surface articulation should provide visual interest, while retaining an urban "city" character (e.g. articulating the buildings' base, shaft, and top, and/or differentiating structural and fenestration elements on the building elevations, etc.).
7. Maximum pedestrian use of a building's street frontage and habitable use of the building's roof surfaces should be encouraged along with the development of layers of semi-private and private open spaces such as courtyards and terraces.

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8. Design standards and appropriate building types should be encouraged to facilitate a high consistent level of quality.
9. A consistent vocabulary of streetscape (benches, kiosks, etc.) and signage should be encouraged.
10. A storefront reconstruction program for shops using a revolving funds program should be reviewed with local merchants for its feasibility and potential to enhance the streetscape (see retail element, this plan).
11. Historic and architecturally significant structures in Central Stockton should be specifically identified, catalogued, and classified. Thereafter, any permit applications affecting such structures should be reviewed through an appropriate process. Historic resources in the Civic Center area, Main St./Weber Avenue area, and a Heritage Park project site should be considered to be part of historically sensitive districts.
12. Renovation and rehabilitation of historically/architecturally valuable structures should be encouraged in a manner that retains their architectural heritage while enhancing their utility as renovated office and retail space etc.
13. Regulatory and financial incentives to rehabilitate and renovate historic and architecturally significant structures meeting design standards for rehabilitation and renovation should be provided while disincentives to demolition and rehabilitation/renovation failing to meet appropriate standards should be created. In circumstances where an historical structure is on the site of a major proposed project, options should be analyzed for either incorporating the structure into the new development or were feasible relocating the historic structure.

4.2.3.2 Urban Design/Architectural Quality Program Actions

SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY -

- Establish areas for design standards and building type directives.
- Establish a historical and architecturally significant buildings listing, along with an appropriate review process for demolition, rehabilitation, and renovation.
- Establish a block designated as a heritage square to display Stockton's historical architectural wonders.
- Establish historically sensitive zones for parts of Main Street and Weber Avenue, and the Civic Center.

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ACTION PLAN

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ADMINISTRATIVE -

- Develop architectural standards and directives for acceptable building types. (Standards and building types should be coordinated with urban design features of the revitalization plan).
- Provide for design support and review, as necessary.
- Develop a plan for historic preservation and building renovation/rehabilitation standards.

FINANCIAL -

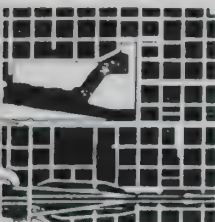
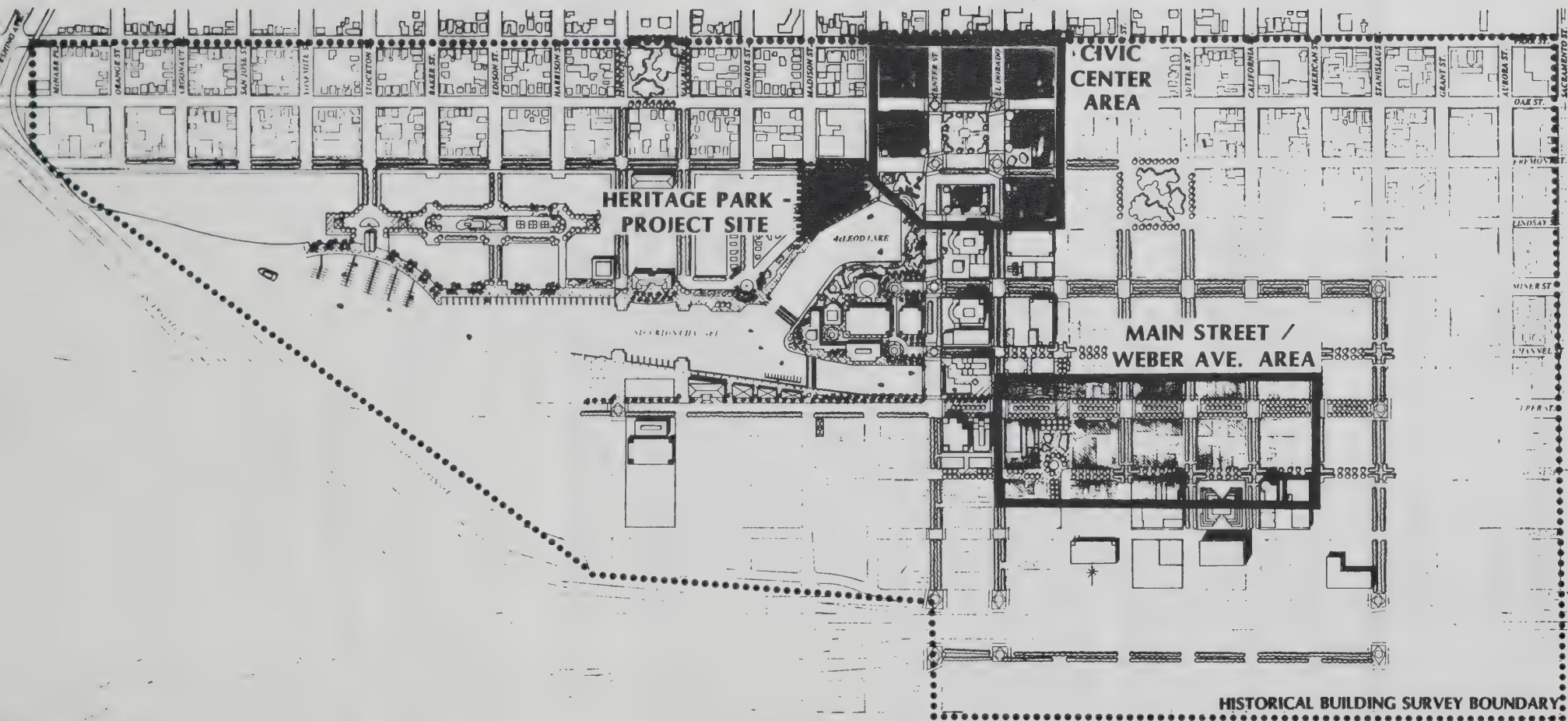
- Allocate funding, approximately 20,000 for the creation of architectural guidelines for CBD/Urban core-waterfront districts.
- Allocate funding to be repaid by the redevelopment tax increments for buildings undergoing acceptable rehabilitation or substantial renovation to market feasible uses.
- Allocate funding approximately 20,000 for historic resources building/district recycling plan.

PROMOTIONAL -

- Use architectural standards and illustrations of building types to inform business and the community of the direction of downtown development and the commitment to a high quality urban environment.

SUPPORTING & INCORPORATED EXHIBITS

Historic Resources - Special Study Areas Plan
Architectural Guidelines - Districts Plan



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HISTORIC RESOURCES - SPECIAL STUDY AREAS PLAN

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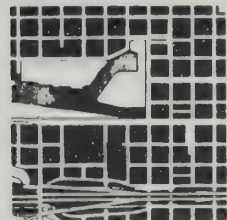
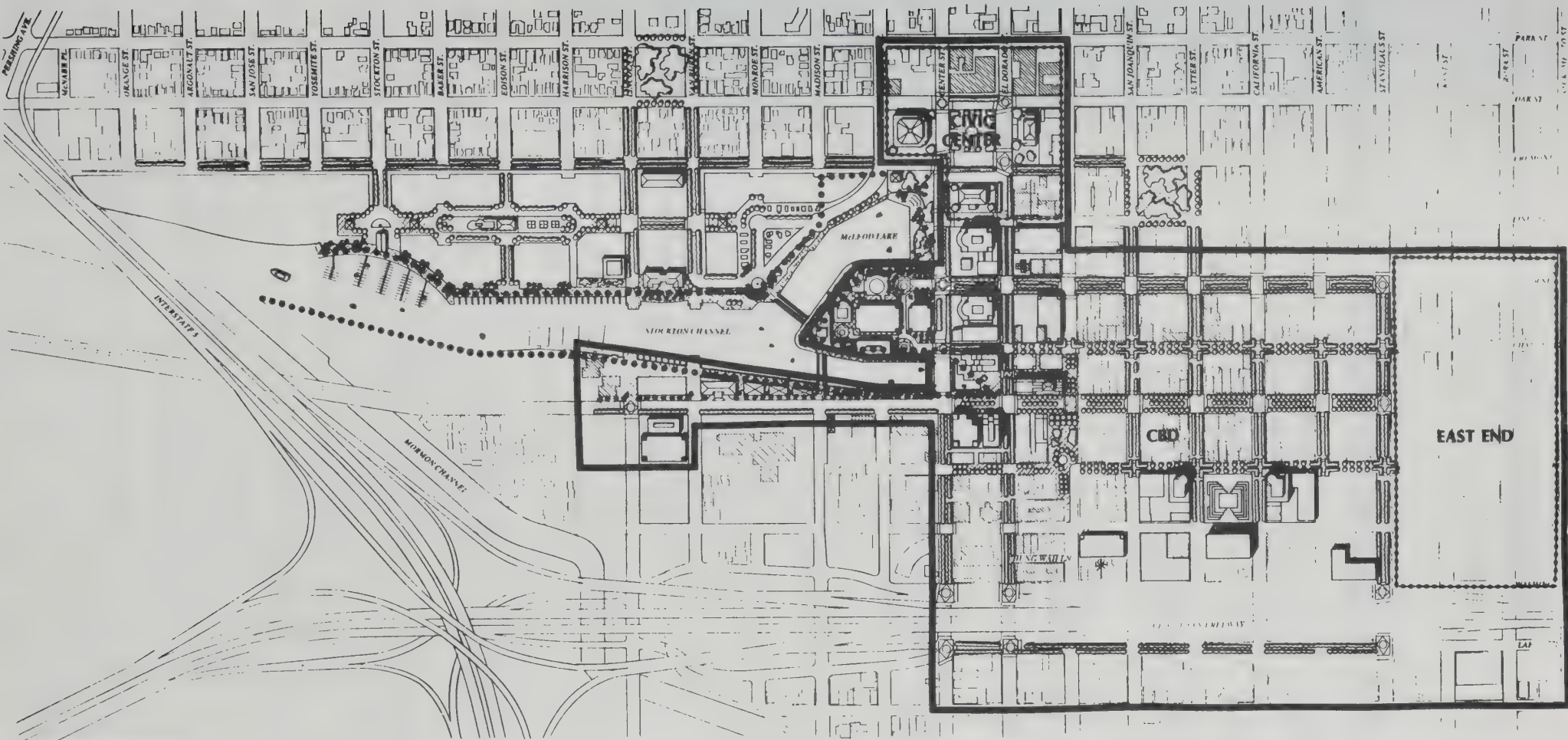
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ARCHITECTURAL GUIDELINES DISTRICTS PLAN

— CBD/URBAN CORE DESIGN STANDARDS DISTRICT

..... WATERFRONT DESIGN STANDARDS DISTRICT

NOTE: NEIGHBORHOOD/RESIDENTIAL DESIGN STANDARDS (PER HOUSING PROGRAM)

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ACTION PLAN

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4.2 DOWNTOWN SUPPORT
PROGRAM4.2.4.1 Parking/Transportation
Transit Program
Element

4.2.4.1.1 Parking Program Element

DESCRIPTION:

The parking program defines the parking supplies for the catalyst projects.

INTENT:

The purpose of the parking program is to define the quantity of parking supplies needed to meet the parking needs of the catalyst sites, locate potential sites for that parking and define possible financing mechanisms.

GENERAL CRITERIA FOR IMPLEMENTATION:

Certain criteria for implementation of this program should be observed to facilitate maximum effectiveness, including:

- Parking for office space supplies should be developed at a ratio of 3.0 spaces per 1,000 SF.
 - This is greater than would be required by the City Code. However, for office space to compete with outlying developments this amount of parking would be required initially. As development continues in the downtown and parking costs increase, as usually occurs with intensification of urban areas, because increased parking costs will encourage the use of alternative forms of access other than driving alone such as transit and car pooling.
- Parking supplies for mixed use projects such as Weber Point should be developed based upon a "shared parking" concept taking advantage of the different peaking characteristics of complementary land uses.
 - Weber Point is the anyway catalyst site that can take advantage of the principal. It has a mix of uses that have complementary demands. The uses are within walking distance of each other and the parking facility. Table A presents this calculation for the Weber Point area. A supply of 1375 spaces would be required to meet demands on most days. An additional 400 spaces would be required to meet convention demands on weekdays. On weekend, there would be sufficient supplies in the facilities serving the office component to meet weekend convention demands.
- The catalyst site will meet parking requirements with new supplies.
 - Existing supplies and parking facilities being constructed at this time are required to meet existing demands and demands generated by new developments such the American Savings building and the County Health facility.
 - Table B presents the parking requirements for the Catalyst sites.

Final Plan

ACTION PLAN

4.0

- Parking should be provided in public facilities, off-site whenever possible.
 - This approach will take advantage of the potential assessment district financing options and consolidate supplies so that they are more efficiently used.
 - Off-site supplies should be developed to meet City codes and the remainder above City code would be provided on-site for executive parking.
- The location of supplies should be within close walking distance to the catalyst site. Generally, this would be within one block.
- Parking will be located in garages not surface lots to reduce the amount of land allocated to parking.
 - Sites that have been proposed for parking facilities are generally on land owned by the City and are currently public parking lots. Figure A shows the proposed locations of the Catalyst sites and the parking serving the sites.
- Parking garages developed on existing public lots will include the replacement of the existing spaces within the garage.
 - Table B presents an estimate of the number of spaces that must be replaces with the construction of garage on public lots.

4.2.4.1.2 Transportation Program Element**DESCRIPTION:**

The transportation program includes the roadway improvements that will be included in the Downtown support system.

INTENT:

The purpose of the program is to assure that the transportation system will to support the level of development associated with the catalyst sites at acceptable levels of service.

GENERAL CRITERIA FOR IMPLEMENTATION:

Certain Criteria for implementation of this program should be observed to facilitate maximum effectiveness, including:

- The level of service (LOS) used as a standard has been defined as D by the City.

Final Plan

ACTION PLAN

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- Three conditions have been evaluated: existing, future without the catalyst sites and future with the Catalyst sites.
 - All intersection evaluated operate at satisfactory conditions in the existing condition.
 - The future conditions without the development of the Catalyst sites, the LOS at all studied intersections would be satisfactory.
 - The addition of the Catalyst sites would require improvements at four intersections:
 - Center/Lafayette: Change southbound approach to include one exclusive left-turn lane, one shared through/left-turn lane and two exclusive through lanes on the southbound approach.
 - Center/Washington: Change westbound approach to include one exclusive left-turn lane, two lanes to the freeway on-ramp, and two through lanes.
 - Change the westbound approach to include one exclusive left-turn lane and one shared through/left-turn lane and the eastbound approach to include two through lanes and one right-turn lane on the
 - El Dorado/Miner: Change the eastbound approach to include two left-turn lanes and one through lane and the northbound approach to include one left-turn lane, four through lanes and one right-turn lane. The east/west signal operations should be split phased.
 - These intersection modifications can be accommodated within the existing road width and would require the removal of curb parking on one or both sides of the road. No road widening would be required.

4.2.4.1.3 Transit Program Element

DESCRIPTION:

The transit program defines the possible transit options and includes bus and other alternative modes of transportation.

INTENT:

The intent of the transit program is to support alternative modes of transportation serving the downtown. Through this support it will be possible to develop a more urban downtown. An additional purpose of this transit program element is to describe criteria for a transit transfer center.

Final Plan

ACTION PLAN

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GENERAL CRITERIA FOR IMPLEMENTATION:

Certain criteria for implementation of this program should be observed maximum effectiveness, including:

1. Support the transit program through design elements incorporated into the Catalyst projects such as providing bus shelters, bike storage, and transit display information such as schedules in kiosks.
2. The City can develop programs to encourage developers to implement transit and high occupancy vehicle (car pools) use through such incentives as reduced parking requires and reduced parking fees for car pools.

Many of these incentives will become more effective as the downtown becomes more dense and parking costs increase.

3. Promote transit -- the more transit can be utilized, the more people can come downtown without degrading the operations of the local streets.
4. Develop a transit transfer area that will support the transfer between routes. Locate it so that it will support the downtown to the greatest extent. Locate and design the transfer area to promote downtown retailing and retain continuity of retail activities and continuity of building facades along Weber Avenue.
5. Both an on-street and an off-street transfer approach should be considered.

2.4.2 Parking/Transportation/Transit Program Actions

4.2.2.1 Parking Program Actions

SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY -

- Extend the Parking district boundaries to include the Catalyst sites.
- Form assessment districts within the proposed Parking Districts that will include only the Catalyst Sites. Financing of the garages can be made through the assessment district approach without requiring all members of the Parking District to participate in the funding of the garage.
- Four conceptual assessment districts have been identified. (See key map).
- The actual configuration of the assessment districts would be determined as development proposals are made for the Catalyst sites. Once the timing of the catalyst projects is identified and the developer has indicated that the assessment district approach will be used for financing the associated parking, the actual boundaries can be defined.
- Projects that are in the same proximity that could share facilities and that are on the same development schedule would be likely candidates to be included within the same assessment district.

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ADMINISTRATIVE -

- Periodically monitor facility utilization and provide long-range solutions for changing parking needs in the CBD.

FINANCIAL -

- Financing the construction of the parking garage serving the catalyst sites can be accomplished through the parking assessment approach. The individual, the developer of the Catalyst sites could take advantage of the assessment district financing approach.

PROMOTIONAL -

- Promote the use of ride-sharing and public transit in the CBD.

4.2.2.3 Transportation Program Actions

SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY -

With the development of each Catalyst site, an Environmental Impact Report (EIR) will be required that specifically addresses the proposed project. The actual project will undoubtedly differ from the projects being defined in general terms at this time. The EIR will define impacts more specifically and will identify specific transportation improvements that will be required at that time. More site specific improvements will be identified such as access to parking supplies.

ADMINISTRATIVE -

- Coordinate community development plans with SMART programs and services.

FINANCIAL -

PROMOTIONAL -

4.3.4.3 Transit Program Actions

REGULATORY -

- Require transfer center options be developed that consider the criteria set forth in this plan.
- Require transit amenities such as sheltered bus waiting areas on pedestrian and retail streets, served by the transit system.

ADMINISTRATIVE -

- Coordinate between the city and the transit agency the planning and design of the an on-street and off-street approach to transit transfer.

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FINANCIAL -

PROMOTIONAL -

SUPPORTING & INCORPORATED EXHIBITS:

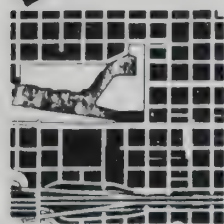
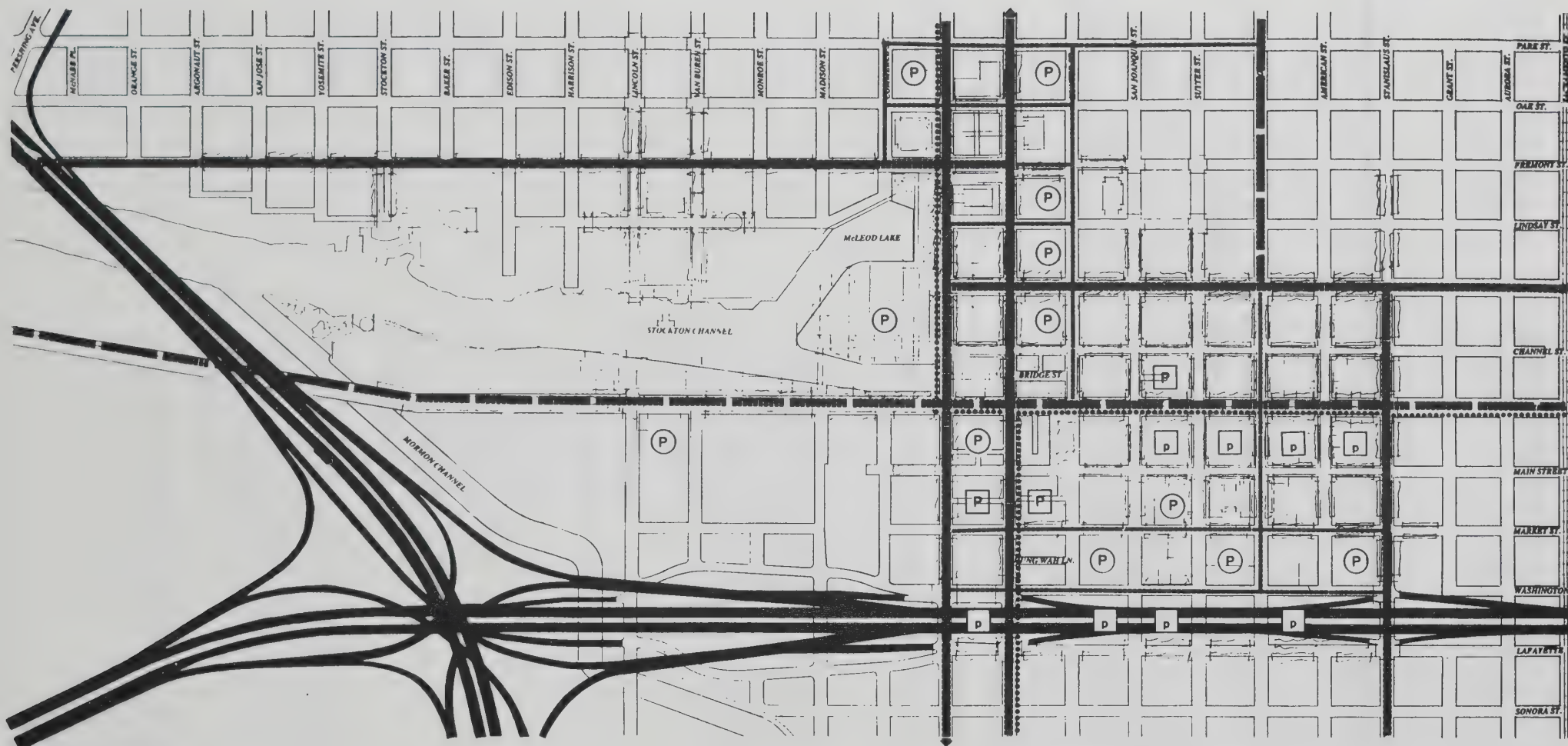
Parking/Access Concept Plan

Key map of parking assessment district. (All Boundaries conceptual in nature).

Parking summary table.

Assessment District Garages (Public Parking Garage) Site, Plan, Section, and Programs (Design and Planning Conceptual in Nature).

Traffic Service Level Tables



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CITY OF STOCKTON



ACCESS/PARKING - LONG RANGE CONCEPT

FREIGHTWAY PRIMARY ACCESS SECONDARY ACCESS SERVICE TRANSIT ONE-WAY



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McLAUGHLIN
DIAZ

ARCHITECTS
PLANNERS



WILLIAMS
KUEBELBECK

ECONOMISTS



ADAM KRIVATSY

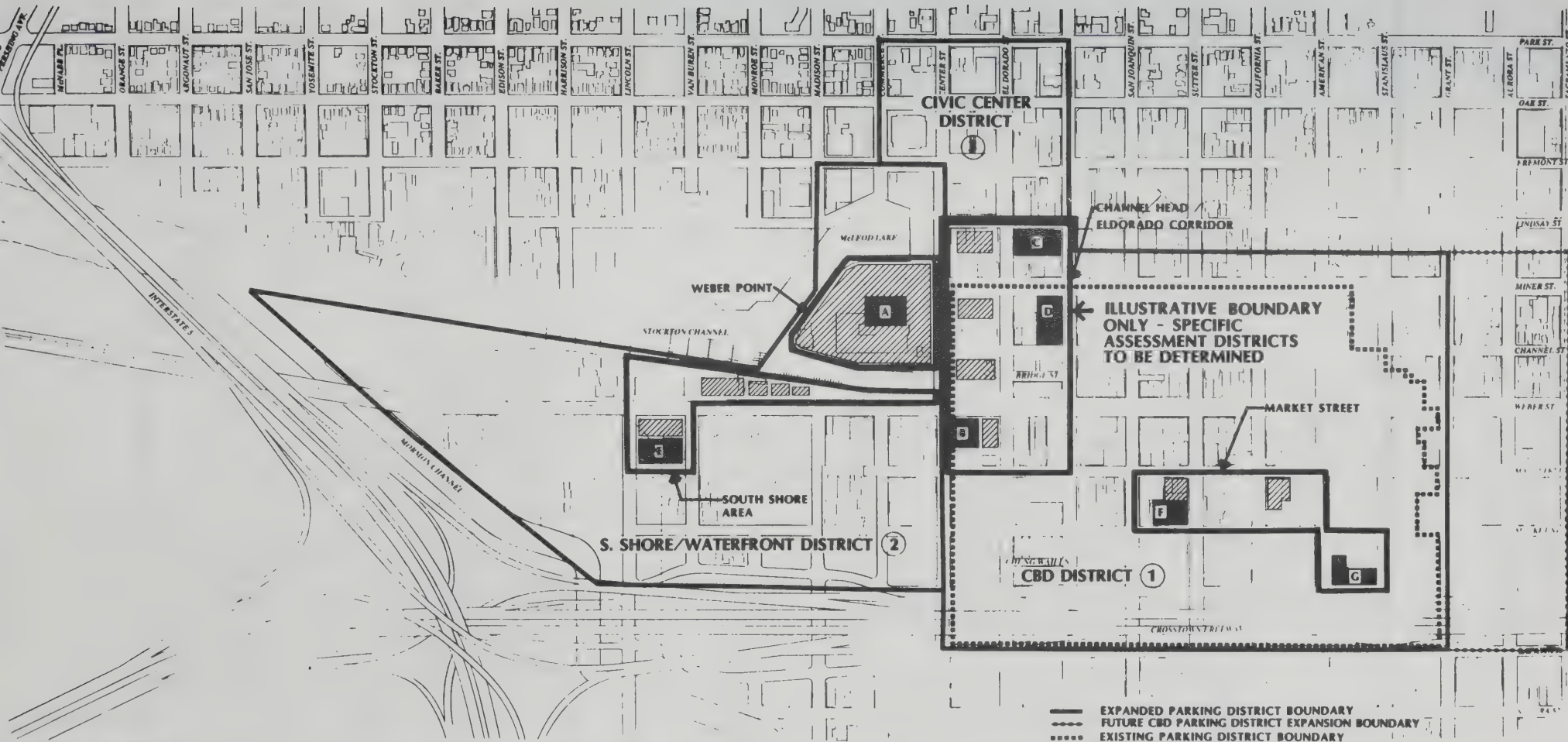
POD, INC.

LAND USE
PLANNER

LANDSCAPE
ARCHITECTS

BARTON
ASCHMAN

TRAFFIC



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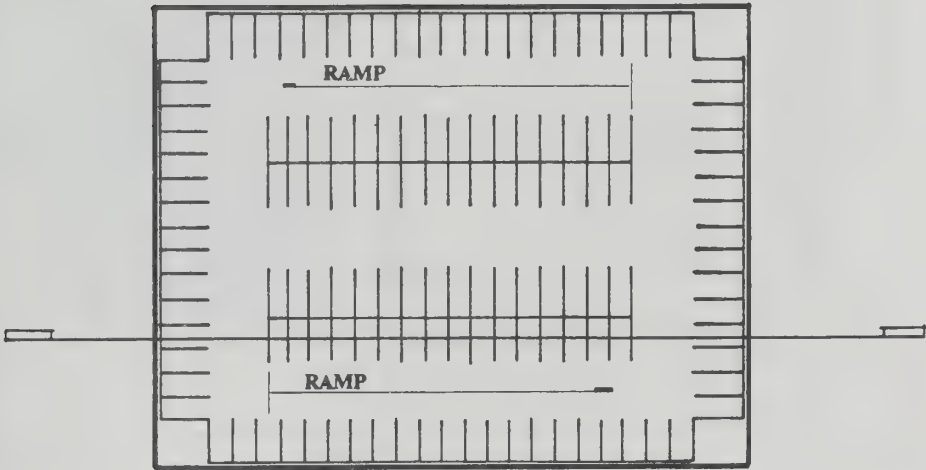
Table A

SUMMARY OF CATALYST SITE PARKING REQUIREMENTS AND SUPPLIES

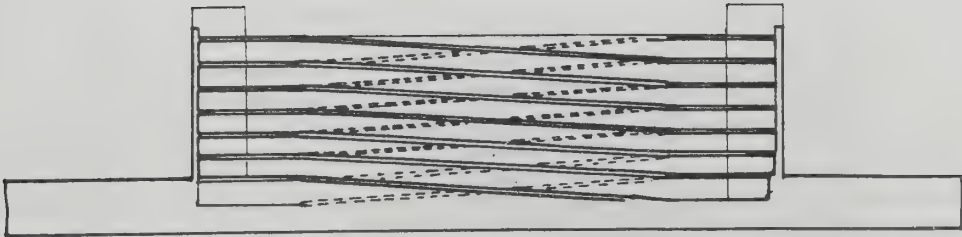
Catalyst Site Area	Parking Requirement	Proposed Parking Supplies			
		Public Off-Site	On-site/a/ (Private) Total		
1. Weber Point/b/	1375	Garage A	1,028	347	1,375
2. Channel Head/El Dorado Corridor					
City Code/c/	1624				
Parking Replaced/d/	670				
Total	2,294	Garages B,C,D/e/	2,329	257	2,586
3. South Shore					
City Code/c/	456				
Parking Replaced/d/	100				
Total	556	Garage E	498	66	564
4. Market Street					
City Code/c/	914				
Parking Replaced/d/	95				
Total	1,009	Garages F,G	1,113	135	1,248

- /a/ Major office projects (except Channel Head Building #1) include parking equivalent to one building level supplied by the building developer in addition to the City Code requirement. This parking is an added market driven element to facilitate financing and leasing.
- /b/ Weber Point parking requirement based upon shared parking concept.
- /c/ Parking provided based upon City code.
- /d/ The net loss in existing parking supplies on parcels on which garages or Catalyst projects would be constructed. The net loss is equivalent to the total parking spaces removes from service less the number of parking spaces required for building removed.
- /e/ Garage B=913, Garage C=664, Garage D=752, Garage F=488, Garage G=625.
- /f/ Parking supply for new landuses based on 325 s.f. per space. Actual size may vary.

Weber Point Site



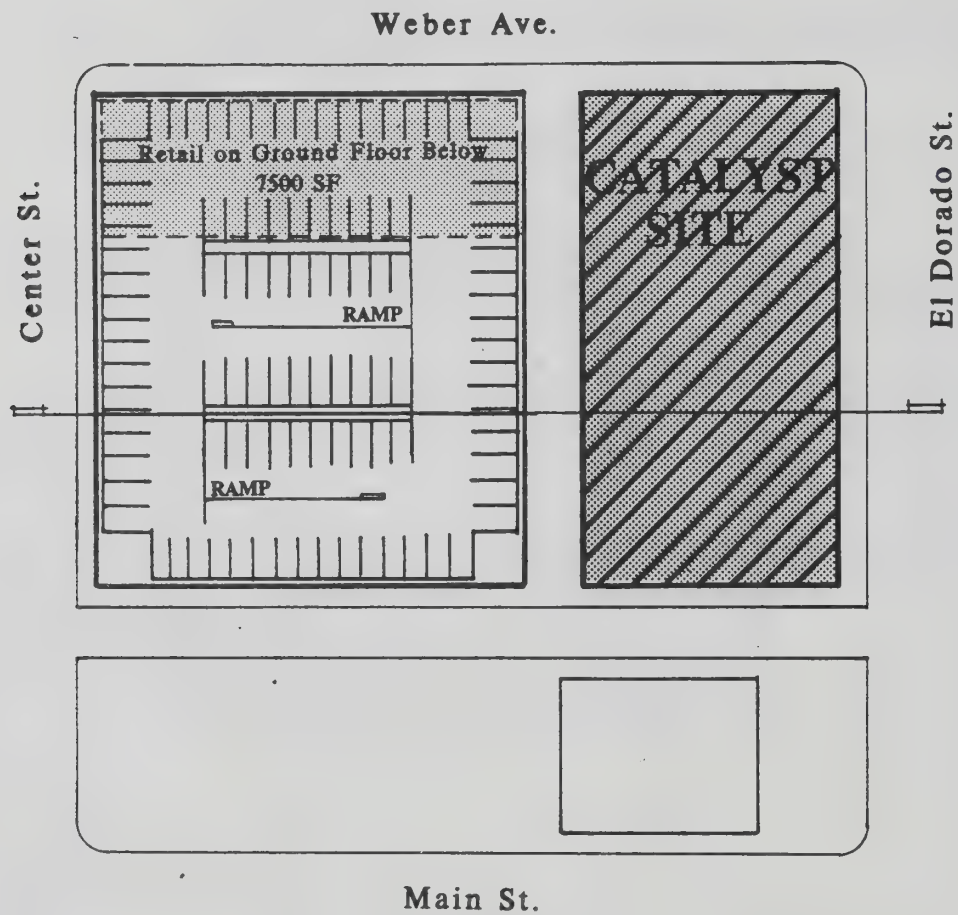
PLAN



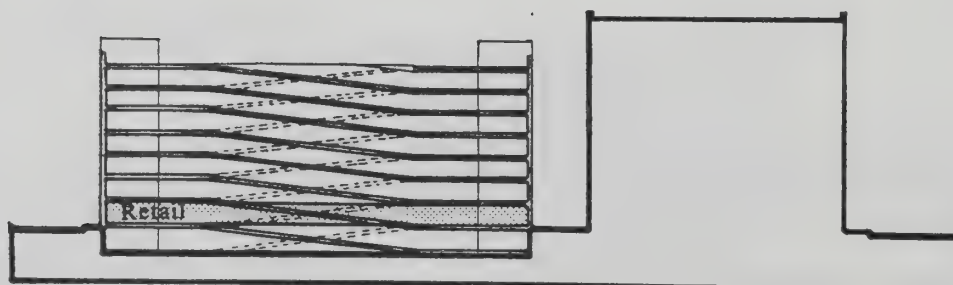
SECTION

GARAGE A
WEBER POINT

Levels of Parking	8
Typical Floor Plate	42,000 SF
Total Parking Spaces	1028



PLAN

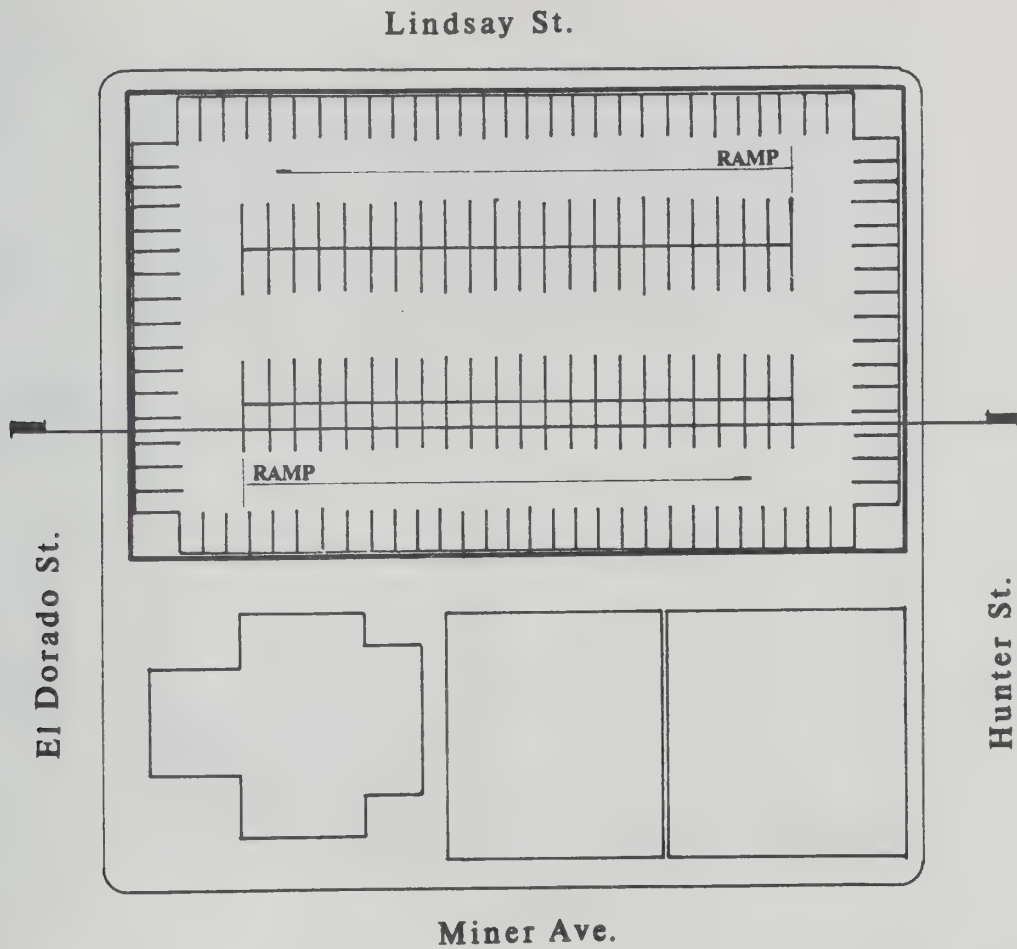
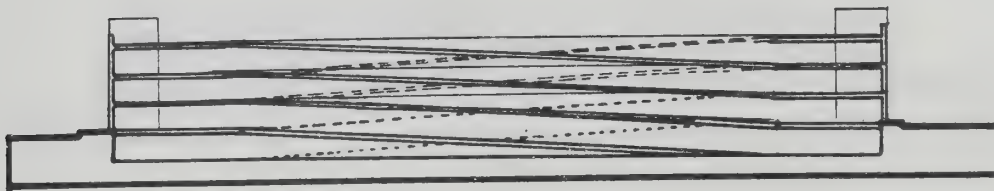


SECTION

GARAGE B

CHANNEL HEAD

Levels of Parking	10
Typical Floor Plate	34,000
Total Parking Spaces	913

**PLAN****SECTION**

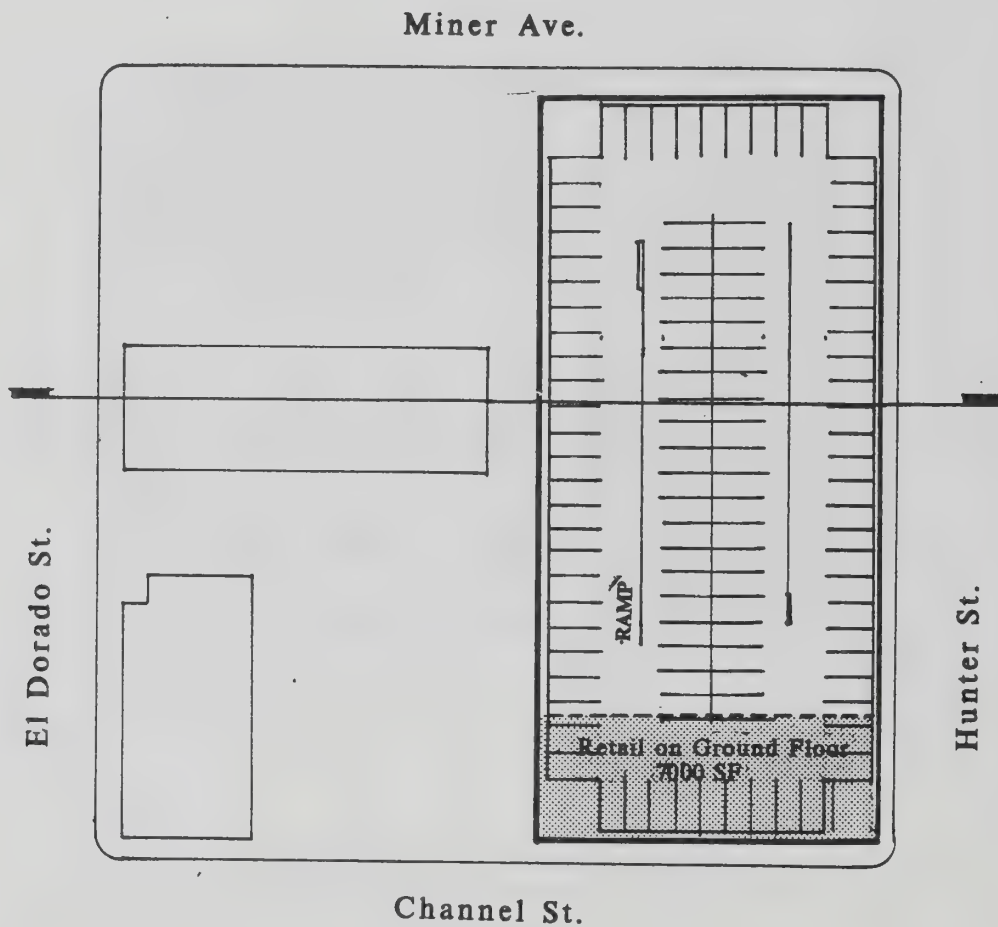
GARAGE C

CHANNEL HEAD

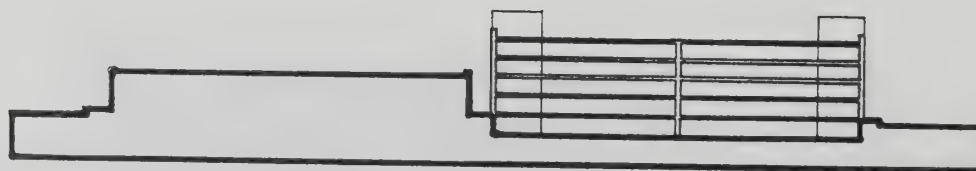
Levels of Parking 4

Typical Floor Plate 54,000

Total Parking Spaces 664



PLAN

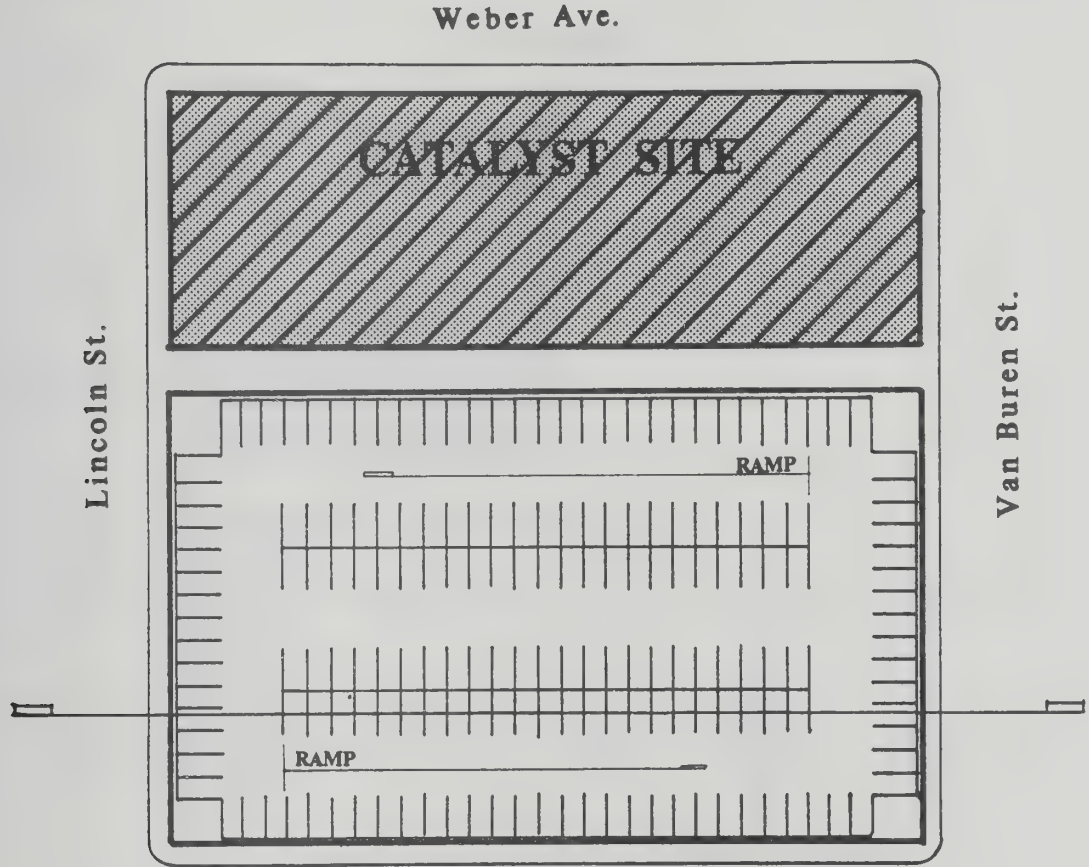


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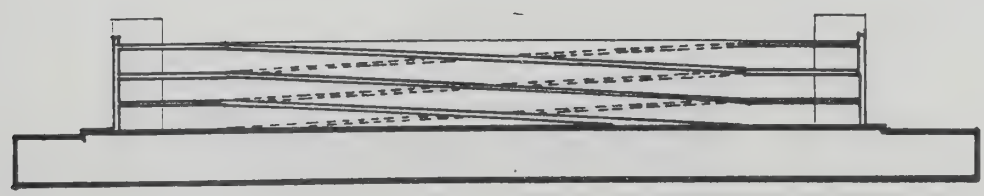
GARAGE D

CHANNEL HEAD

Levels of Parking	6
Typical Floor Plate	42,000
Total Parking Spaces	752



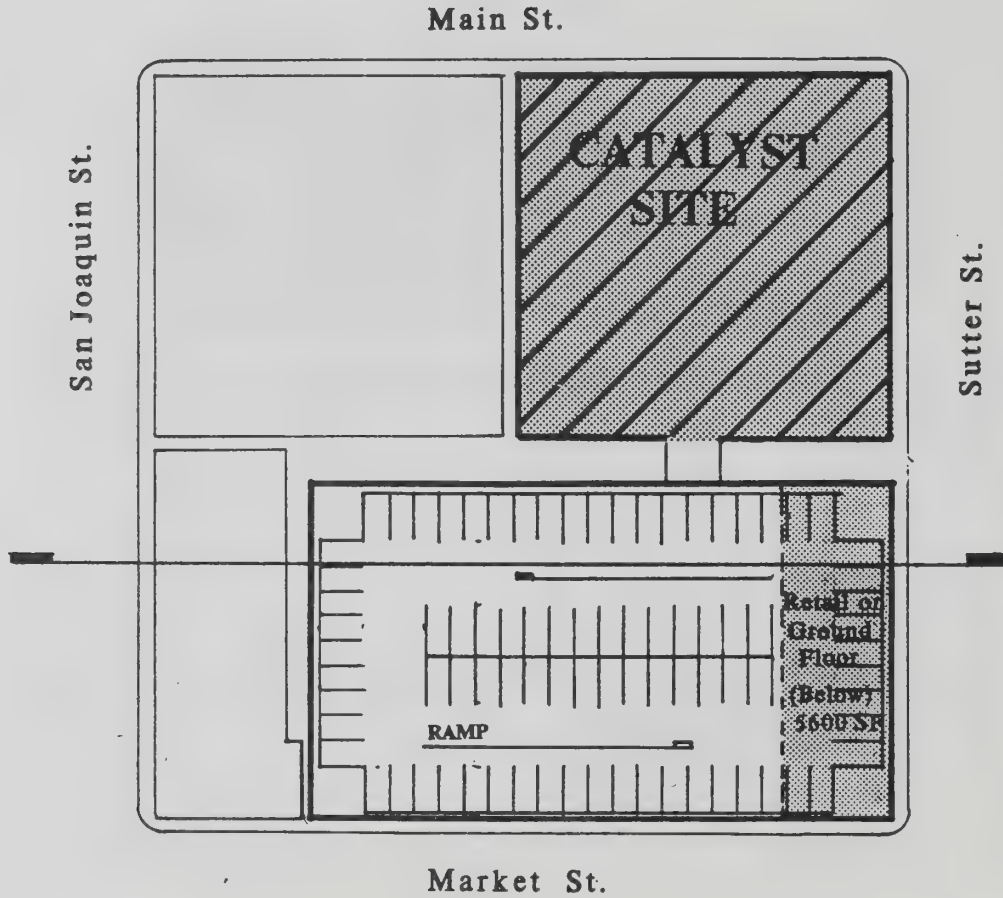
PLAN



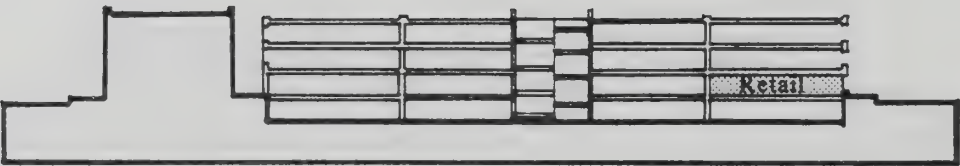
SECTION

GARAGE E
SOUTH SHORE AREA

Levels of Parking	3
Typical Floor Plate	54,000
Total Parking Spaces	498



PLAN

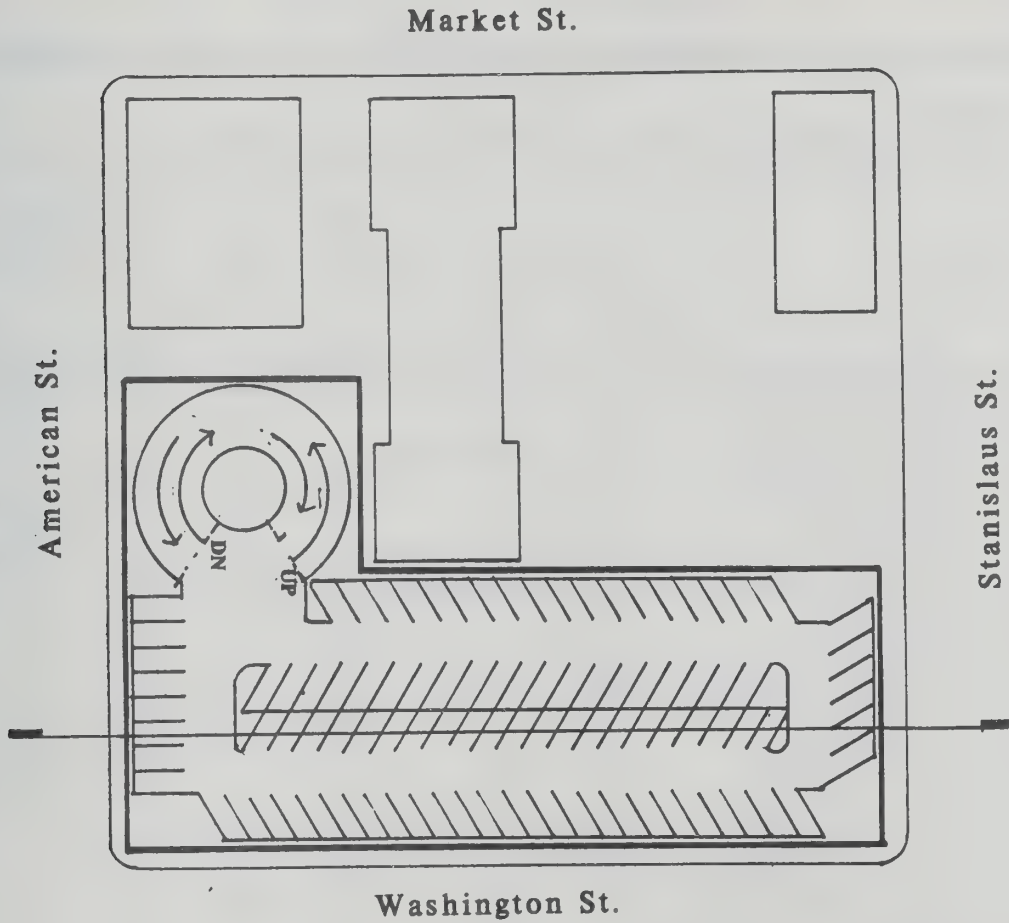


SECTION

GARAGE F

MARKET STREET

Levels of Parking	5
Typical Floor Plate	32,000
Total Parking Spaces	488



PLAN



SECTION

GARAGE G
MARKET STREET

Levels of Parking	5
Typical Floor Plate	40,500
Total Parking Spaces	625

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TABLE D

SUMMARY OF INTERSECTION LEVELS OF SERVICE -- P.M. Peak Hour

Intersection	Existing		Future w/o		Future with	
	V/C	LOS	V/C	LOS	V/C	LOS
1. Pershing/Fremont	*	E/a/	0.65	B	0.65	B
2. Pershing/Park/b/	0.58	A	0.68	B	0.80	C
3. Lincoln/Weber/a/	*	A	*	A	*	A
4. Madison/Weber/a/	*	C	*	C	*	D
5. Center/Lafayette	0.38	A	0.48	A	0.52	A/c/
6. Center/Washington	0.64	B	0.71	C	0.79	C/d/
7. Center/Weber	0.53	A	0.53	A	0.81	D
8. Center/Miner	0.25	A	0.25	A	0.65	B/e/
9. Center/Fremont	0.34	A	0.35	A	0.40	A
10. Center/Oak	0.39	A	0.39	A	0.42	A
11. Center/Park	0.57	A	0.57	A	0.75	C
12. Center/Harding	0.54	A	0.54	A	0.56	A
13. El Dorado/Lafayette	0.37	A	0.64	B	0.68	B
14. El Dorado/Washington	0.51	A	0.81	D	0.86	D
15. El Dorado/Weber	0.60	A	0.76	C	0.84	D
16. El Dorado/Miner	0.50	A	0.66	B	0.88	D/f/
17. El Dorado/Fremont	0.48	A	0.64	B	0.81	D
18. El Dorado/Oak	0.45	A	0.61	B	0.78	C
19. El Dorado/Park	0.54	A	0.73	C	0.87	D
20. El Dorado/Harding	0.61	B	0.77	C	0.90	D
21. Stanislaus/Lafayette	—	—	—	—	0.86	D
22. Stanislaus/Washington	—	—	—	—	0.83	D

V/C = Volume to Capacity Ratio

LOS = Level of Service

/a/ These intersections are not signalized and were analyzed using the 1985 Highway Capacity Manual unsignalized intersection capacity method. All other intersections were analyzed using the NCHRP Circular 212 Planning Methodology.

/b/ Although this intersection is three-way stop controlled, it was analyzed as if it were a signalized intersection using the NCHRP Circular 212 Planning Methodology.

/c/ Capacity calculation includes assumption that there is one exclusive left-turn lane, one shared through/left-turn lane and two exclusive through lanes on the southbound approach.

/d/ Capacity calculation includes assumption that there would be one exclusive left-turn lane, two lanes to the freeway on-ramp, and two through lanes on the westbound approach.

/e/ Capacity calculation includes assumption that there would be one exclusive left-turn lane and one shared through/left-turn lane on the westbound approach and two through lanes and one right-turn lane on the eastbound approach.

/f/ Capacity calculation includes assumption that there would be two left-turn lanes and one through lane on the eastbound approach and one left-turn lane, four through lanes, and one right-turn lane on the northbound approach. The east/west signal operations should be split phased.

Table C

SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Volume to Capacity Ratio
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	0.60 or Less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.61 - 0.70
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.71 - 0.80
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	0.81 - 0.90
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	0.91 - 1.00
F	Operations with delay unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 1.0

Source: NCHRP Circular 212

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4.2 DOWNTOWN SUPPORT PROGRAM

4.2.5.1 Development Facilitation Program Element

DESCRIPTION:

Development Facilitation is creating a stable policy environment, adopting policies favorable to downtown development, establishing financial incentives, enlarging the downtown redevelopment area to include the full scope of development proposed in this plan, creative utilization of key public land holdings, and aggressive promotion and marketing of the downtown area.

INTENT:

The purpose of development facilitation is to make it easier for private developers and investors to get things built in Downtown Stockton.

GENERAL CRITERIA FOR IMPLEMENTATION:

1. No single public action or private investment will revitalize downtown Stockton. Investor confidence must be earned by consistent commitment over a long time period.
2. Financial incentives must be of sufficient magnitude to make downtown locations competitive with sites elsewhere in the City.
3. Public lands must be treated as the City's equity contribution to be used for maximum strategic effect in implementing the plan.
4. The first promotional task is to persuade the people of Stockton that they will need a revitalized downtown in order to be competitive in the 21st Century.
5. Prospective employers, developers and investors must be treated as honored guests in the City.

4.2.5.2 Development Facilitation Program Actions

SUMMARY OF ACTIONS BY CATEGORY:

4.2.2.1 Policy Consistency

No single act by the city will turn downtown Stockton around. In order to persuade the development and investment communities that downtown will be a better place to do business in Stockton, a broad array of City policies and administrative practices must consistently reflect this goal city-wide and be adhered to over an extended period of time. Among the most important policies to make consistent and stable are the following:

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REGULATORY -

- Adopt a General Plan policy that taller commercial buildings are intended to be concentrated in the central area. Commercial development projects outside the C-3 zone should be limited to 45 feet. However, there shall be a discretionary review procedure to provide for commercial buildings in excess of 45 feet, not to exceed 60 feet in overall height, provided that the proposal is not detrimental to the Central Stockton Plan's effort to revitalize downtown and is economically advantageous to the entire city. Criteria could include but not be limited to:
 1. Defining the impact and benefits for the Downtown
 - a. Number and percentage of local residents employed with the project
 - b. Market and economic impact on downtown, and/or
 2. Modification or self-imposed limits on the project or other separate contributions that illustrate efforts to reflect the spirit and intent of the Central Stockton Plan policies for revitalization, and/or
 3. Performance and success of Central Stockton Plan.
 - a. Current market demand and vacancy rates.
 - b. Monitor the need for continuing the height limitations in relationship to the timing and limiting internal competition based on the implementation of objectives in the Central Stockton Plan.
- Assign general budget and schedule priorities to downtown projects in the allocation of limited funds for all public improvements, and specific priority to improvements identified in this plan.
- Adopt a development application processing fee schedule designed to defray the full cost of plan and permit reviews, public hearings, and inspections, etc. for commercial development within downtown Stockton.

ADMINISTRATIVE -

- Make aggressive use of City powers to assess development impact fees to finance public facilities such as street and highway improvements, schools, libraries, parks or other facilities specifically benefitting commercial development outside downtown.
- Coordinate the magnitude and phasing of land use, parking and circulation improvements to minimize congestion and inconvenience arising from a more intensive use of downtown area.
- Work with City police, County and private agencies to serve public welfare, health and security needs of the central area population while establishing a suitable business environment downtown.

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4.2.5.2.2 Downtown Development Incentives

Downtown development incentives should be made available to all new development and rehabilitation within a proposed downtown development incentive district. The downtown development incentive district should encompass most of the present CBD south of Miner Avenue and west of Stanislaus St. plus the Civic Center and portions of the North Channel and South Channel areas. Within the district, a set of smaller areas can be defined for specific purposes such as parking garage financing, redevelopment projects and catalyst developments. The incentive district should generally follow the existing and proposed redevelopment boundaries (excluding study areas). The total incentive package should be designed with a goal of making downtown commercial development financially competitive with development elsewhere in the city. The following incentives are proposed:

ADMINISTRATIVE -

- Expedited processing of downtown development applications, including adoption of a master EIR's for this plan, or areas within this plan.
- Relief from development application processing fees and utility service charges (exempt from AB1600).
- Financing of downtown public improvements primarily from tax increment, block grant and general fund sources, with minimum use of assessments against downtown property.

4.2.5.2.3 Downtown Redevelopment Area

As enlarged downtown redevelopment project area will provide access to additional tax allocation bond financing, which is likely to be the most effective and practical means of financing the public improvements called for in this plan. It also mandates an institutional entity and staff to promote private investment in the area, and provides a vehicle for land assembly and write-down when and if such aid becomes essential for project feasibility.

REGULATORY -

- Take under advisement the provided redevelopment project boundary (s) expansion.

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4.2.5.2.4 Public Land Disposition

Public underutilized or undeveloped land in the downtown area constitutes a major financial resource to facilitate development. Approximately 15 acres of land are available. The most critical parcels are the publicly owned portions of Weber Point and the Channels Head, which can play a pivotal role in the first proposed catalyst projects. Additional land may be acquired adjacent to these parcels or in other catalyst locations to create higher quality development opportunities. The land can then be offered for development under a ground lease, joint venture or outright sale, subject in any case to detailed design specifications and performance requirements as described under Section 4.3.7. Public land not located in currently proposed catalyst sites, notably the Banner Island site, should generally be held in low-intensity use so that they will then become available as elements of future catalyst projects when market conditions become favorable to do so.

ADMINISTRATIVE -

- Coordinate and encourage land assembly where feasible for catalyst projects. See Section 4.2.7.2.1.

4.2.5.2.5 Promotion and Marketing Activities

Facilitating downtown development must include aggressive joint promotion and marketing activities. Promoting the re-establishment of downtown as the principal business center and a place in which all Stocktonians take pride must be treated as a city-wide goal for the public and private sectors alike and not merely as one district competing with all the others for priority treatment.

PROMOTIONAL -

- This means that the first task is to sell the idea to the people of Stockton that they will need a downtown to be competitive in the 21st century. With a base of local support the plans and projections in this document will become credible to outside investors; without it they will be seen as empty posturing.
- This plan will provide a valuable tool for promoting development opportunities. It will need to be followed up with specific development solicitation materials described below.
- It is vitally important that prospective investors, developers and employers be treated as honored guests. Regardless of what department or office receives the first contact, they must stay in touch and involve a senior responsible official as soon as possible to take responsibility for seeing that the visitor receives any information, access and assistance that may be helpful. Beyond their first contact, follow-up calls will be routinely required.

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4.2.5.2.6 Schedule and Budget

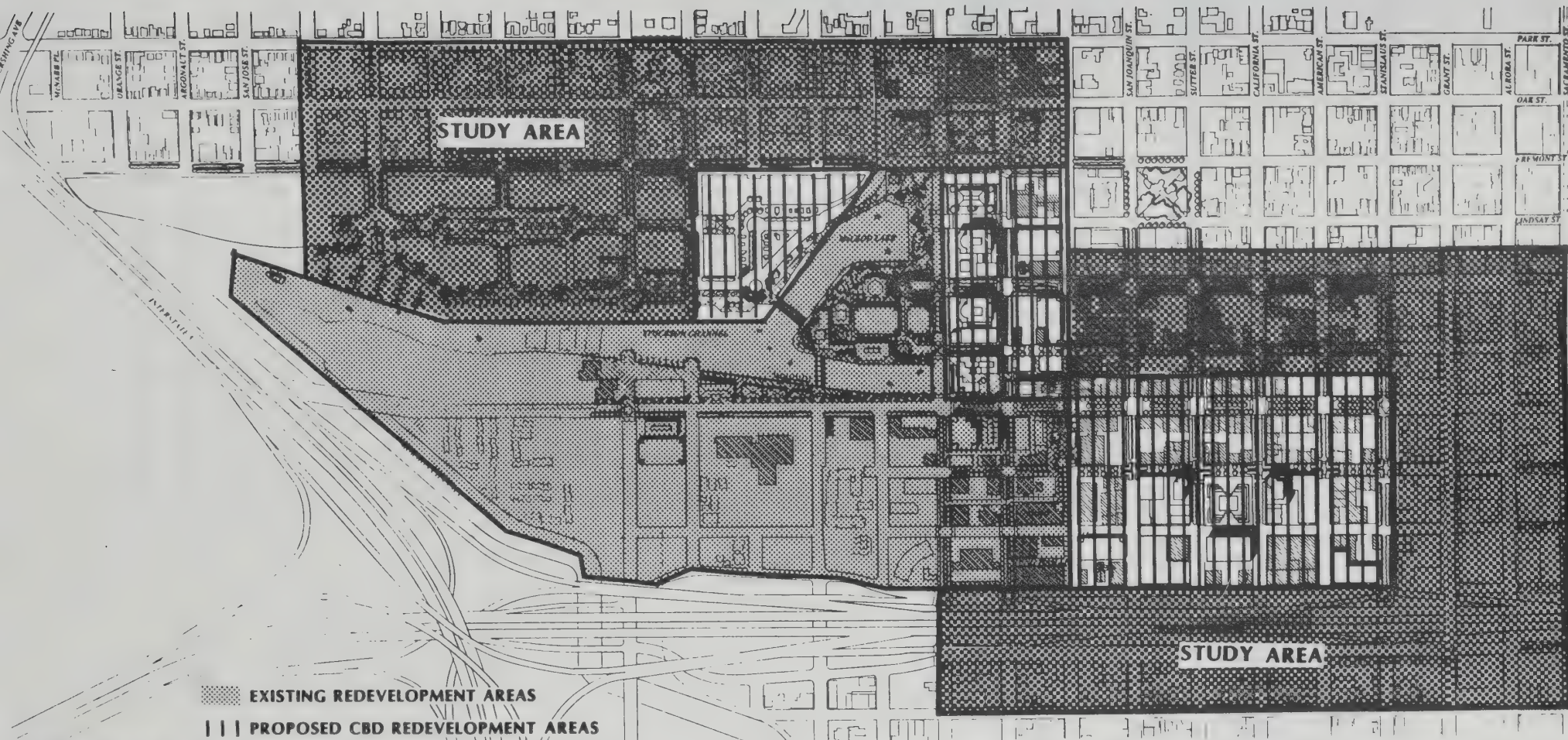
We recommend that the City, as its first priority, concentrate on acquiring control of and packaging a catalyst parcel in the channel head site for lease or sale to a developer with design criteria, environmental reviews and development approvals in place. At the same time, we recommend that the City work with the county to assure the future redevelopment of the Hotel Stockton. While all of the catalyst sites are important to the success of the plan, in the short term the City should focus on getting the development process started, and the Channel Head sites are the most logical first step.

While the City actively promotes development on the Channel Head sites, it should work finalize land acquisition and planning studies in the other catalyst sites. In our schedule, we have identified the sequence of development as Channel Head, followed by the El Dorado Corridor, Market Street, and Weber Point sites. Although Weber Point is the last catalyst site to be fully developed, the future importance of the major public buildings on the site, in addition to office and hotel uses, demands that the planning of Weber Point (including land acquisition) be a high priority from the beginning of the process.

Recommended streetscape improvements should take place at the same time, if not before, the development of catalyst sites.

The schedule we suggest is conceptual only. By no means should the development of any site downtown be held back if it does not accord with the suggested schedule, as long as it fulfills the physical requirements of the downtown plan.

SUPPORTING & INCORPORATED EXHIBITS:**Redevelopment Areas Plan**



- ■ ■ EXISTING REDEVELOPMENT AREAS
 ||| PROPOSED CBD REDEVELOPMENT AREAS
 ■ ■ ■ POTENTIAL FUTURE EXPANSION — — REDEVELOPMENT STUDY AREA

REDEVELOPMENT AREAS PLAN

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4.2 DOWNTOWN SUPPORT PROGRAM

4.2.6.1 Downtown Management Program Element

DESCRIPTION:

The Downtown Management Program provides for the management of a set of activities, related to the development of Central Stockton (e.g. planning, marketing, and administration, etc.)

A Central Stockton Coordinator -- an executive city staff position -- would be the program administrator and City's representative for Central Stockton.

INTENT:

The purpose of this program is to maximize the City's potential to actively plan, facilitate, and negotiate in a timely and ongoing fashion development activity within Central Stockton.

GENERAL CRITERIA FOR IMPLEMENTATION:

1. The Central Stockton Coordinator should be an executive management position with a direct reporting relationship to the City Manager.
2. The Central Stockton Coordinator should chair a small executive committee of key City staff, business and community representatives.
3. The Central Stockton Coordinator should work closely with functional and line departments such as Community Development, Public Works, Police, and Finance, etc. to implement revitalization efforts.
4. The Central Stockton Coordinator should be selected based on his/her understanding and expertise in the areas of urban planning, urban design, real estate economics, development/redevelopment processes, marketing, negotiations, communications, and project management. The Coordinator is to serve as the City's "real estate developer" in negotiations with private developers.

4.2.6.2 Downtown Management Program Actions

SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY -

- Authorize funding for Central Stockton coordinator position and storefront office downtown.
- Conduct annual public review of Central Stockton Progress.

ADMINISTRATIVE -

- Hire Central Stockton Coordinator.
- Appoint an executive "Central Stockton Committee."

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-
- Hire support staff, as necessary.
 - Establish and maintain an annual calendar for pursuing the Central Stockton revitalization program, with appropriate checkpoints and opportunities for publicity and community involvement.

FINANCIAL -

- Allocate funds for personnel, office space, and support activities.
- Provide annual budgets.

PROMOTIONAL -

- Set up storefront office in CBD for Central Stockton Coordinator, with a space for meetings, and a space to display marketable information material such as models, drawings, etc.

SUPPORTING & INCORPORATED EXHIBITS:

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**4.2 DOWNTOWN SUPPORT
PROGRAM****4.2.7.1 Developer Solicitation
Program Element**INTENT:

The purpose of developer solicitation is to involve the best developer for the job on terms which insure the job will be done.

DESCRIPTION:

Developer solicitation is the process of identifying qualified developers, informing them of development opportunities in this plan, defining acceptable business terms, formally inviting development proposals on particular properties controlled by the City, and selecting the proposal most favorable to the City.

GENERAL CRITERIA FOR IMPLEMENTATION:

1. The process must be fair, open competitive and flexible.
2. The City must structure its performance such that the developer must build as if the land were worth much more than it now is, so as to create new value.
3. Biddable items in proposals should stress the elements the City wishes developers to maximize (such as building size and quality), and hold all else (such as price) constant.

CRITERIA FOR REAL ESTATE DISPOSITION ALTERNATIVES:

The purpose of the Catalyst Site projects is to create attractive private development opportunities. The generic forms of tenure which the City can offer in the development sites are fee simple, leasehold or joint tenure. Each form has advantages and disadvantages, depending on the nature of the project and the needs of the participants.

Joint tenure requires the creation of a new business entity -- a partnership, corporation or joint venture -- which normally would be specially tailored to an individual site or project, and in which the City and one or more other participants would own proportional shares based on the estimated value of their cash, land, labor, management or other contributions to the project. This type of arrangement allows for frequent renegotiation of business terms. It often contemplates a buyout or restructuring as soon as business terms can be firmed up. It may be the only feasible approach for ventures in which the development schedule, costs or revenues or the responsibilities of the participants cannot be firmly predicted at the outset. A prerequisite is that the participants share a feeling of optimism about the project, trust each other, and already know how to work as a team; projects lacking these prerequisites frequently end in litigation.

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At the other extreme, the City can sell fee simple ownership of a site to a developer for a firm price, subject to a development and disposition agreement which defined among other responsibilities the minimum size and quality of improvements the developer is required to build. In this approach, which is the conventional one for urban redevelopment projects, the developer becomes entitled to all revenues from the property, whether they exceed or fall short of the expectations on which the purchase price was based.

The ground lease for a sufficiently long-term to amortize the required improvements is an intermediate form of tenure which allows most business terms to be foreseen at the outset, but can allow for periodic adjustments. The advantage to the City of a ground lease is that it retains ownership and control of the future use of the site and benefits from any appreciation of value that may occur during the term of the lease. It may also realize some nearer-term appreciation by setting rents based on a percentage of revenues. The developer benefits from lower initial costs, but also forgoes long-term revenue stream which may be more or less useful to it than cash in hand.

4.2.7.2 Developer Solicitation Program Actions

SUMMARY OF ACTIONS BY CATEGORY:

4.2.7.2.1 Properties to be Offered

The properties to be offered are the catalyst sites in their entirety, with highest priority recommended for the channel head site. The developer of each catalyst site will ultimately need to control the whole site, including portions not now in public ownership. The City does not necessarily need to acquire complete ownership of every catalyst site before selecting its developer, however. It now owns a few key parcels and has the power to influence private owners to cooperate in their own and the community's best interests with the incentive of project improvements and the threat of regulatory action or condemnation. There are three main alternatives for site assembly.

1. The City, through its Redevelopment Agency, may acquire the needed property outright. This creates the most attractive offering for a developer and gives the City the most control. It also creates the possibility of ground-leasing the site, which can be financially attractive.
2. The Agency may negotiate purchase options to be assigned later to the developer. The developer may then offer cash or an equivalent equity share, if acceptable, to the Owner. This alternative gives the developer less secure tenure of the site at the time of selection, and requires skillful negotiation by the Agency, but it can reduce front-end projects costs.
3. The developer may be given the task of acquiring the needed parcels as a condition of selection. If he fails, the Redevelopment Agency can then exercise eminent domain and the developer agrees to reimburse the agency for its costs, plus a penalty to insure a good-faith effort at private purchase. This leaves relatively little of value for the Agency to offer in the first place except where the City already owns a significant part of the site.

Final Plan

ACTION PLAN

4.0

Barring the acquisition of more land, the City's first offering should be the 45,000 SF lot bounded partly by Weber, Center and El Dorado Streets. This lot is centrally located between the Channel Head and the traditional office core on Main Street, and is the prime City-owned lot in the Channel Head catalyst area.

Given the current ownership of City land, the City should otherwise concentrate on building garages on other currently undeveloped City property in Central Stockton. When more land is acquired, most importantly on Weber Point, property may be again offered for commercial development.

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ACTION PLAN

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4.2.7.2.2 Performance

Performance requirements must be set minimum height, floor area and quality standards to insure that the City's investment in the catalyst sites will be matched by corresponding increases in private investment, and not simply be pocketed as a windfall.

4.2.7.2.3 Minimum Price or Ground Rent

The City may choose to set a minimum price or ground rent based on fair market value or some lower price deemed necessary to make the required development feasible, together with a fixed financial structure for the city's participation in the project. Alternatively, it may choose to make the price or ground rent a biddable item. The latter procedure, however, tends to give the city less control over quality.

4.2.7.2.4. Biddable Items and Selection Criteria

Biddable non-financial items in a development proposal may include the type, size, quality and cost of improvements to be provided by the successful bidder. The City will identify in its solicitation what criteria it will use to evaluate these attributes, including judgmental factors such as market risk and aesthetics if desired.

SUPPORTING & INCORPORATED EXHIBITS:

Final Plan

ACTION PLAN

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4.2 DOWNTOWN SUPPORT
PROGRAM4.2.8.1 Catalyst Projects
Program ElementDESCRIPTION:

A catalyst project is a building and/or site development project strategically located to foster further development.

A catalyst project may have public and/or private sector components.

The Program is the sum of the individual projects. The Program is phased and prioritized.

INTENT:

The purpose of the catalyst program is to build a critical mass of appropriate type, intensity, and quality development at locations with Central Stockton that offer the best potential for "jump starting" general development activity in the Central Stockton Area.

GENERAL CRITERIA FOR IMPLEMENTATION:

Certain Criteria for implementation of this program should be observed to facilitate maximum effectiveness, including:

1. Coordination of Public and Private resources, and general attitude of "partnership" between the Public and Private sectors.
2. Expectation and commitment to a high quality of development (in terms of functional and aesthetic design and construction) appropriate for a central city environment.
3. Commitment to the letter and/or spirit of the specific action recommendations stated within the ACTIONS section of the Catalyst Projects program.
4. Commitment to implementation of catalyst projects consistent with other features of the revitalization plan.
5. Commitment to implementation of all catalyst projects consistent with the catalyst project program and consistent relative to other catalyst projects. Exacting timing, configuration, and size of structures may vary, but the total built amount of development should approximate those estimated in these estimates for each project site.

Final Plan

ACTION PLAN

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4.2.8.2 Catalyst Project
Program ActionsSUMMARY OF ACTIONS BY CATEGORY:

REGULATORY - Approve designated catalyst projects as areas of priority, through the action of approving this "Central Stockton Revitalization Plan".

ADMINISTRATIVE -

- Proceed with land assembly and preparation for development/development solicitational activities on 1) Channel Head Office Building Sites and 2) Weber Point.
- Coordinate with preparation for critical public improvement components of catalyst site developments such as assessment district garages and streetscape/open space improvements.
- Coordinate with City staff technical considerations, especially related to the Stockton Channel at the Channel Head.
- Initiate dialogue with public safety and social service agencies on security issues.

FINANCIAL -

- Budget funds for specific catalyst sites based on project economic profile.
- Prioritize and allocate funds based on implementation schedule.

PROMOTIONAL -

- Assemble and distribute to potential developers and major space users (such as corporations and institutional organizations) promotional packages for each catalyst site.

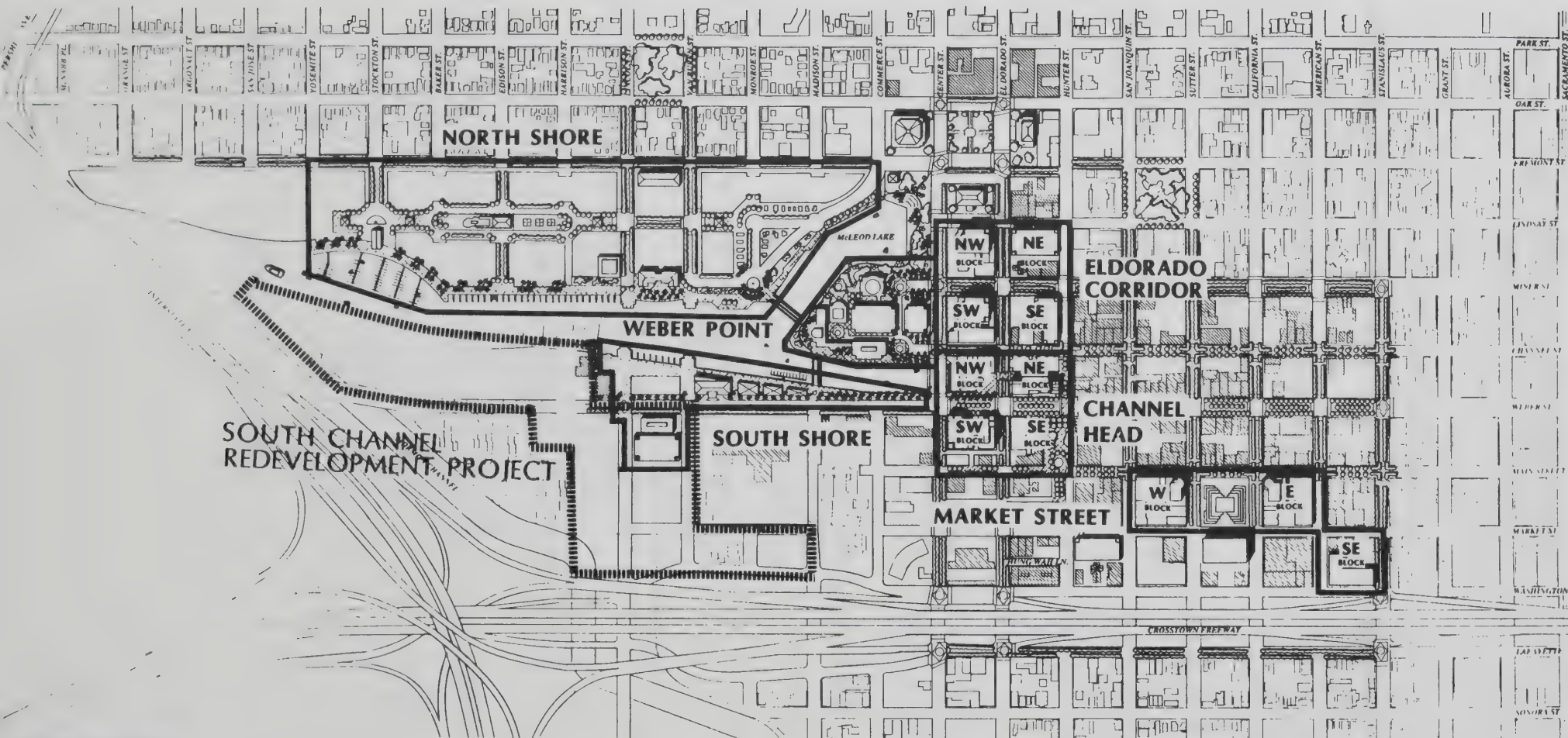
SUPPORTING & INCORPORATED EXHIBITS:

Catalyst Site Key Map

Catalyst Site Program Data Tables and Sketch Designs, Schedules, and Feasibility Analysis

- Weber Point Site
- Channel Head Sites
- El Dorado Corridor Sites
- North Shore Sites
- South Shore Sites
- Market Street Sites

(Note: All catalyst site programs, sketch designs, schedules, and analysis are conceptual in nature, final development plans may vary.)



CATALYST SITES - KEY MAP

CENTRAL • STOCKTON • PLAN

CITY OF STOCKTON

KAPLAN
McLAUGHLIN
DIAZ

ARCHITECTS
PLANNERS

WILLIAMS
KUEBELBECK

ECONOMISTS

ADAM KRIVATSY

LAND USE
PLANNER

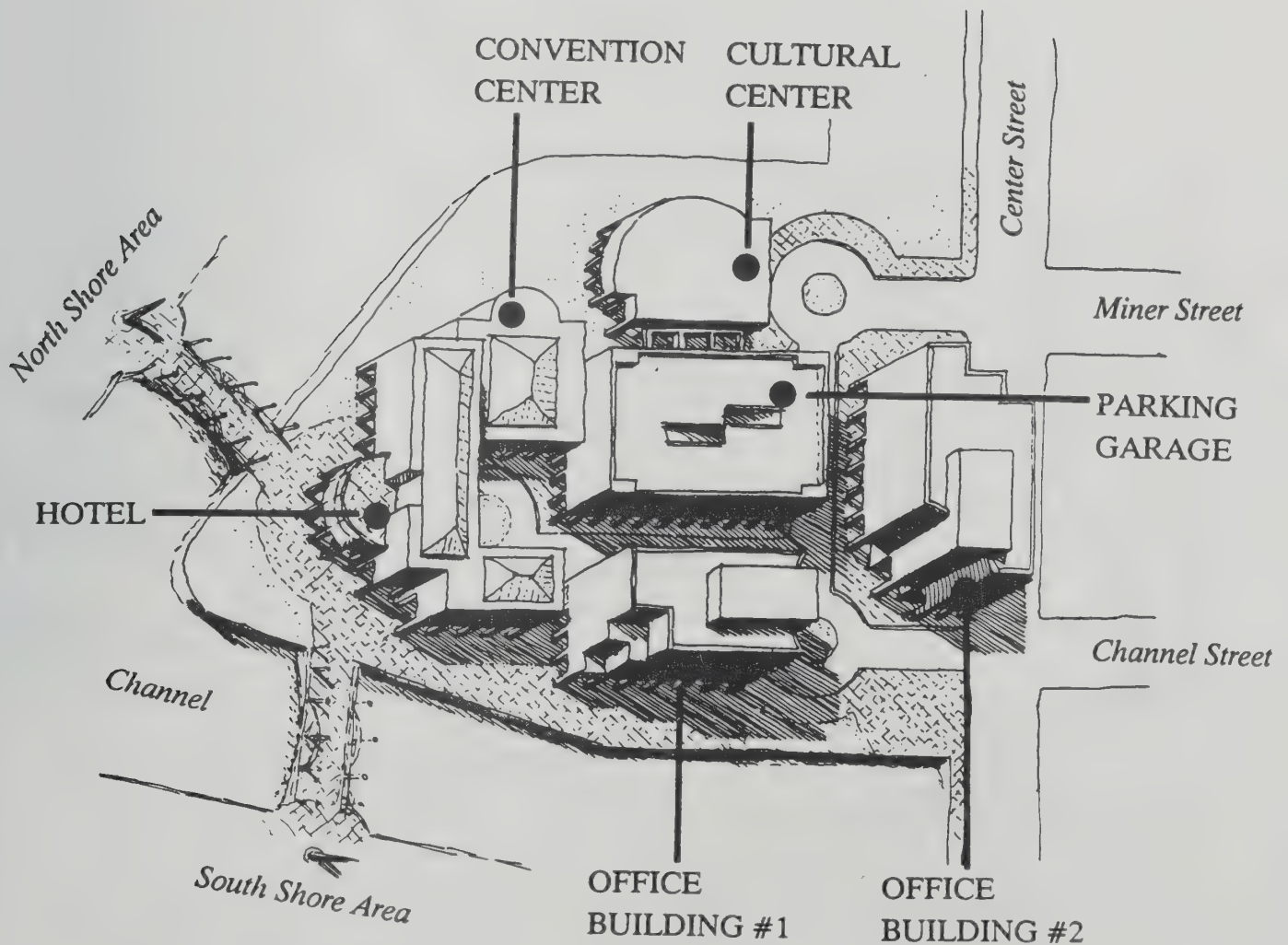
POD, INC.

LANDSCAPE
ARCHITECTS

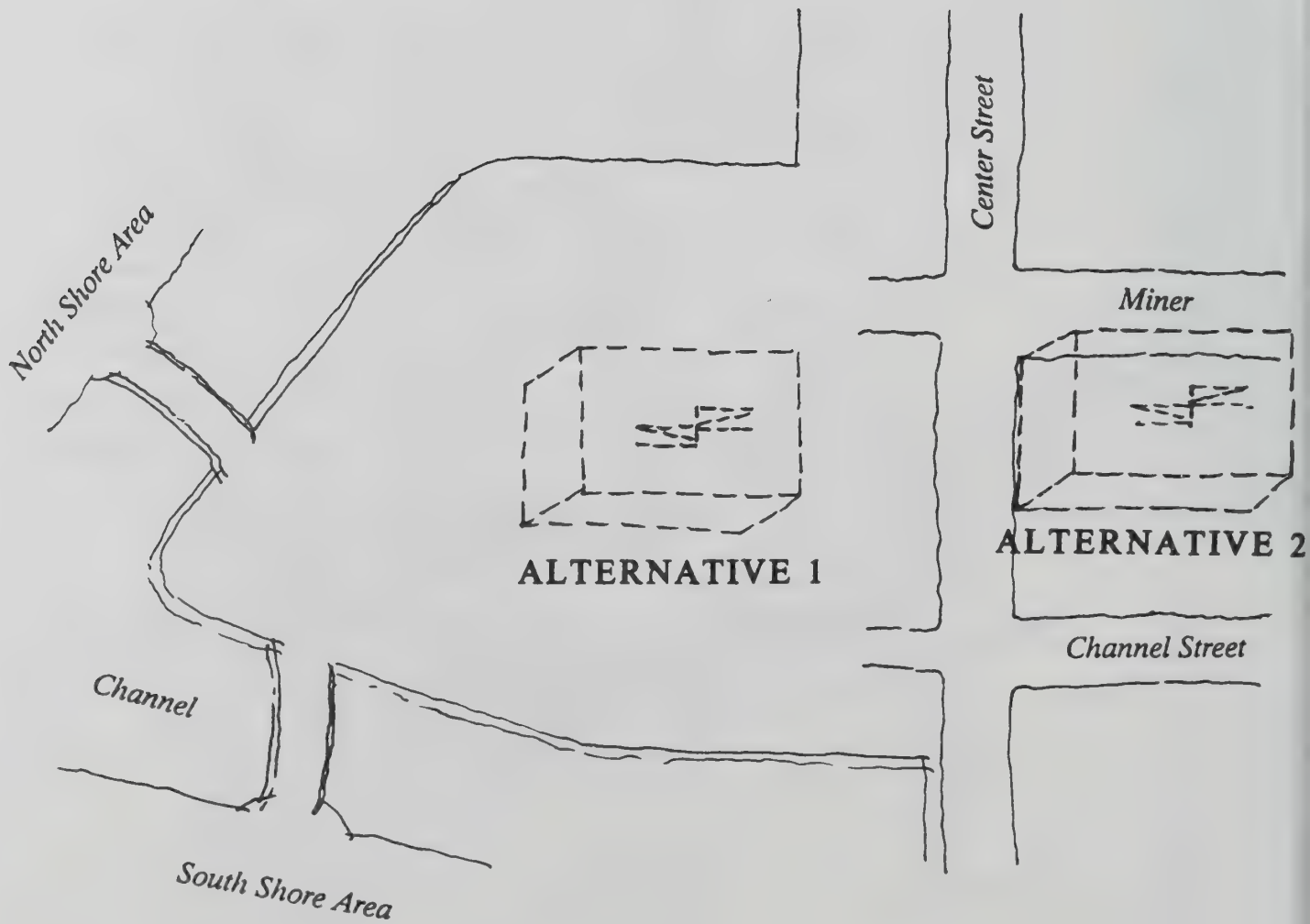
BARTON
ASCHMAN

TRAFFIC

WEBER POINT



WEBER POINT



PARKING STRUCTURE A
ALTERNATIVE LOCATIONS DIAGRAM

Final Plan

ACTION PLAN

4.0

CENTRAL STOCKTON PLAN
Catalyst Sites Study -- 31 May 1989
Kaplan McLaughlin Diaz

WEBER POINT*Convention Center*

Level	Exhibit SF	Meeting SF	Total SF	Parking SF	Parking (Cars)
2		15,000	15,000		
1	25,000		25,000		
Total	25,000	15,000	40,000		

Cultural Center

Level	Cultural SF	Total SF	Parking SF	Parking (Cars)
1	20,000	20,000		
Total	20,000	20,000		

Hotel

Level	Hotel SF	Retail SF	Total SF	Parking SF	Parking (Cars)	Hotel (Rooms)
6	29,250		29,250			(60)
5	29,250		29,250			(60)
4	29,250		29,250			(60)
3	29,250		29,250			(60)
2	29,250		29,250			(60)
1	20,000	30,000	50,000			
B				70,000	(215)	
Total	166,250	30,000	196,250	70,000	(215)	(300)

Office Building #1

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
8	15,000		15,000		
7	19,000		19,000		
6	19,000		19,000		
5	23,000		23,000		
4	23,000		23,000		
3	23,000		23,000		
2	23,000		23,000		
1	5,000	10,000	15,000		
B				23,000	(66)
Total	150,000	10,000	160,000	23,000	(66)

Office Building #2

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
8	15,000		15,000		
7	19,000		19,000		
6	19,000		19,000		
5	23,000		23,000		
4	23,000		23,000		
3	23,000		23,000		
2	23,000		23,000		
1	5,000	20,000	25,000		
B				23,000	(66)
Total	150,000	20,000	170,000	23,000	(66)

Parking Garage A

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
7				42,000	(129)
6				42,000	(129)
5				42,000	(129)
4				42,000	(129)
3				42,000	(129)
2				42,000	(129)
1				42,000	(120)
B				46,000	(133)
Total				340,000	(1,028)

TOTAL WEBER POINT PARKING

*(Recommended amount using shared parking concept)

(1,375) *

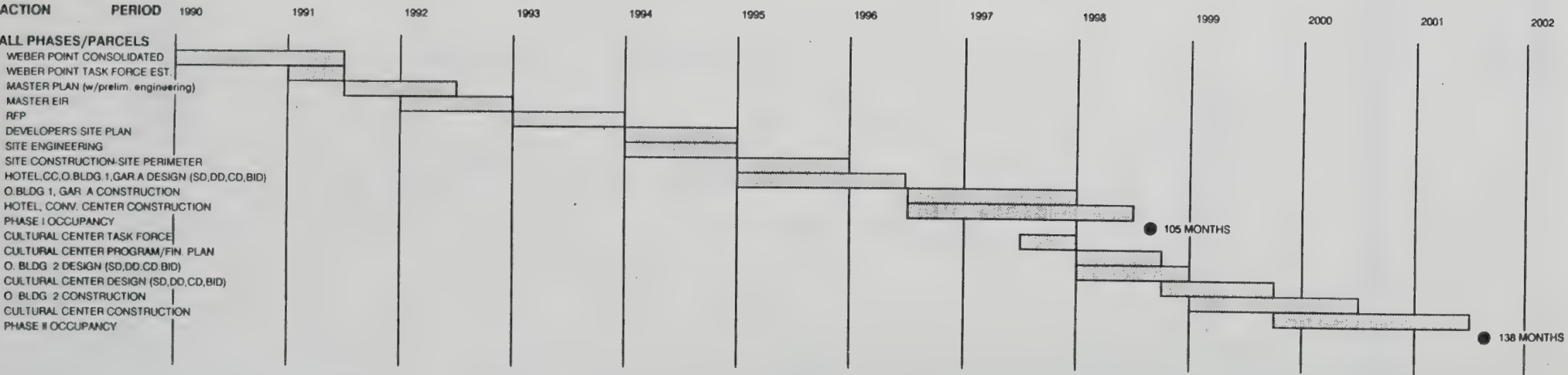
SEE REPORT SECTION 4.2.4 Parking/Transportation/Transit Program
 FOR DETAILED CITY PARKING GARAGE SIZE AND PLANNING INFORMATION

CENTRAL STOCKTON PLAN
Catalyst Site Implementation Schedule -- 30 June 1989
Kaplan McLaughlin Diaz

WEBER POINT

- Scheduling assumptions:
1. Coordinated Process (including project manager)
 2. Building Activity After 1995 (After Channel Head Project On-Line)
 3. Preparation for Development including Land Assembly (Weber Point as One Parcel) to Occur Immediately
 4. Resources, Participants and Consensus Available
 5. Developed as One Complex

SCHEDULE



Weber Point

Conceptual Feasibility Analysis— Weber Point

Preliminary Development Budget

Costs by Phase in Thousands of 1989 Dollars

	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Total</i>
Phase 1				
-Land	\$796		\$7,963	\$8,759
-Ofc. Bldg. #1		\$1,024	\$12,805	\$13,829
-Parking Garage		\$571	\$7,140	\$7,711
-Hotel		\$1,452	\$18,150	\$19,602
-Convention Cntr		\$308	\$3,850	\$4,158
-Landscaping		\$410	\$5,124	\$5,534
-Soft costs*	\$1,101	\$2,752	\$7,154	\$11,006
-Contingency			\$7,060	\$7,060
Phase 1 Subtotal	\$1,897	\$6,517	\$69,246	\$77,660
Phase 2				
-Land	\$564		\$5,638	\$6,201
-Ofc. Bldg. #2		\$1,084	\$13,555	\$14,639
-Cultural Cntr		\$176	\$2,200	\$2,376
-Landscaping		\$61	\$760	\$821
-Soft costs*	\$443	\$1,108	\$2,880	\$4,431
-contingency			\$2,477	\$2,477
Phase II subtotal	\$1,007	\$2,429	\$27,510	\$30,945
Total, Phase I & II	\$2,904	\$8,946	\$96,756	\$108,605

*Soft costs include planning, environmental review, bond issuance costs,
construction financing and project management.

Weber Point

Break-Even Operating Budget

<i>Source</i>	<i>Quantity</i>	<i>Units</i>	<i>Rate</i>	<i>Period</i>	<i>\$ thousands available for Cash Flow debt service</i>	
-Office rents	300,000	sq. ft.	\$1.50	/month	\$4,860	\$3,888
-Hotel receipts	300	rooms	\$70.00	/night	\$9,755	\$3,414
-Retail rents	60,000	sq. ft.	\$1.00	/month	\$648	\$518
-Parking rents	1,028	stalls	\$60.00	/month	\$666	\$400
-Tax Increments*	\$48,191	million val.	1.00%	/year	\$482	\$337
Total					\$16,412	\$8,558

*Office buildings:	\$28,469
Hotel:	\$19,602
Adjacent apprec.	\$120

Capital Funding Plan

<i>Source</i>	<i>Amount</i>	<i>Annual Pmts.</i>
Private Equity	\$10,665	
Private Debt	\$71,098	\$7,821
Tax Exempt Bonds	\$10,529	\$737
Public Land	\$3,690	
Total	\$95,982	\$8,558

Amount reqd. \$108,605

Public Grants \$12,623

Source: Williams-Kuebelbeck & Associates, Inc.

Weber Point

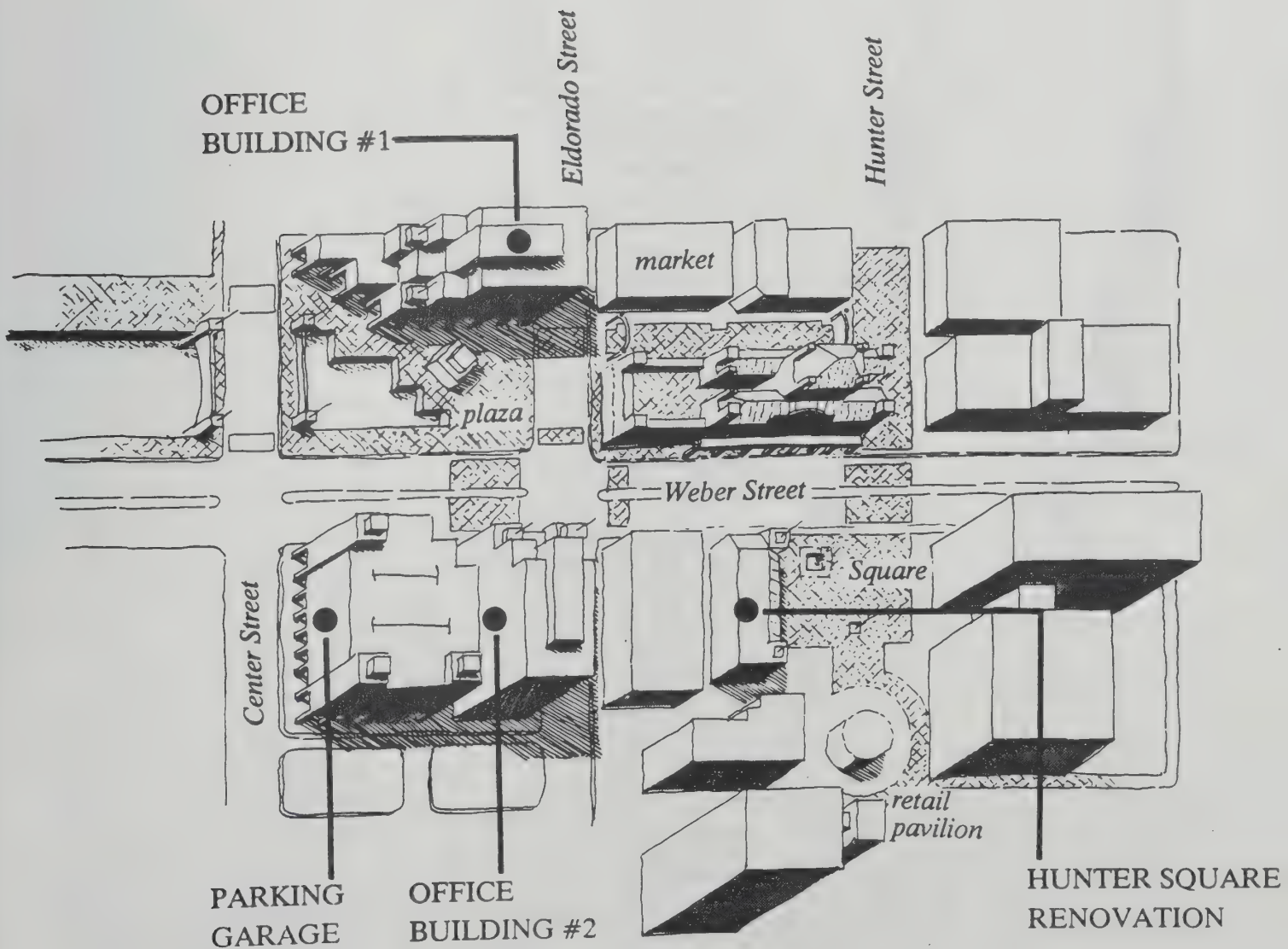
Development Draw-Down Schedule

	1990	1991	1992	1993	1994	1995
<i>Phase I</i>						
-Planning	\$190	\$569	\$759	\$379		
-Design					\$2,607	\$2,607
-Construction						\$13,849
<i>Phase II</i>						
-Planning						
-Design						
-Construction						
Total Cost	\$190	\$569	\$759	\$379	\$2,607	\$16,456

Weber Point

1996	1997	1998	1999	2000	2001	Total
						\$1,897
\$1,303						\$6,517
\$13,849	\$34,623	\$6,925				\$69,246
	\$403	\$604				\$1,007
		\$1,388	\$1,041			\$2,429
			\$11,004	\$11,004	\$5,502	\$27,510
\$15,153	\$35,026	\$8,917	\$12,045	\$11,004	\$5,502	\$108,605

CHANNEL HEAD



Final Plan

ACTION PLAN

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CENTRAL STOCKTON PLAN
Catalyst Sites Study -- 19 May 1989
Kaplan McLaughlin Diaz

CHANNEL HEAD*Office Building #1*

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
8	15,000		15,000		
7	19,050		19,050		
6	19,050		19,050		
5	23,100		23,100		
4	23,100		23,100		
3	23,100		23,100		
2	27,600		27,600		
1		20,000	20,000		
Total	150,000	20,000	170,000		

Office Parking Required (City Code) (375)

Retail Parking Required (City Code) (73)

Office Building #2

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
9	15,000				
8	15,000		15,000		
7	17,000		17,000		
6	19,000		19,000		
5	21,000		21,000		
4	21,000		21,000		
3	21,000		21,000		
2	21,000		21,000		
1		20,000	20,000		
B				24,000	(73)
Total	135,000	20,000	155,000	24,000	(73)

Office Parking Required (City Code) (345)

Retail Parking Required (City Code) (73)

Assessment District Parking Garage B

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
9				32,000	(98)
8				32,000	(98)
7				32,000	(98)
6				32,000	(98)
5				32,000	(98)
4				32,000	(98)
3				32,000	(98)
2				32,000	(98)
1		15,000	15,000	17,000	(49)
B				32,000	(98)
Total		15,000	15,000	305,000	(935)

Retail Parking Required (City Code) (53)

Hunter Square Renovation

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
3	11,200		11,200		
2	11,200		11,200		
1		11,200	11,200		
Total	22,400	11,200	33,600		

SEE REPORT SECTION 4.2.4 Parking/Transportation/Transit Program
 FOR DETAILED CITY PARKING GARAGE SIZE AND PLANNING INFORMATION

CENTRAL STOCKTON PLAN

Catalyst Site Implementation Schedule -- 30 June 1989

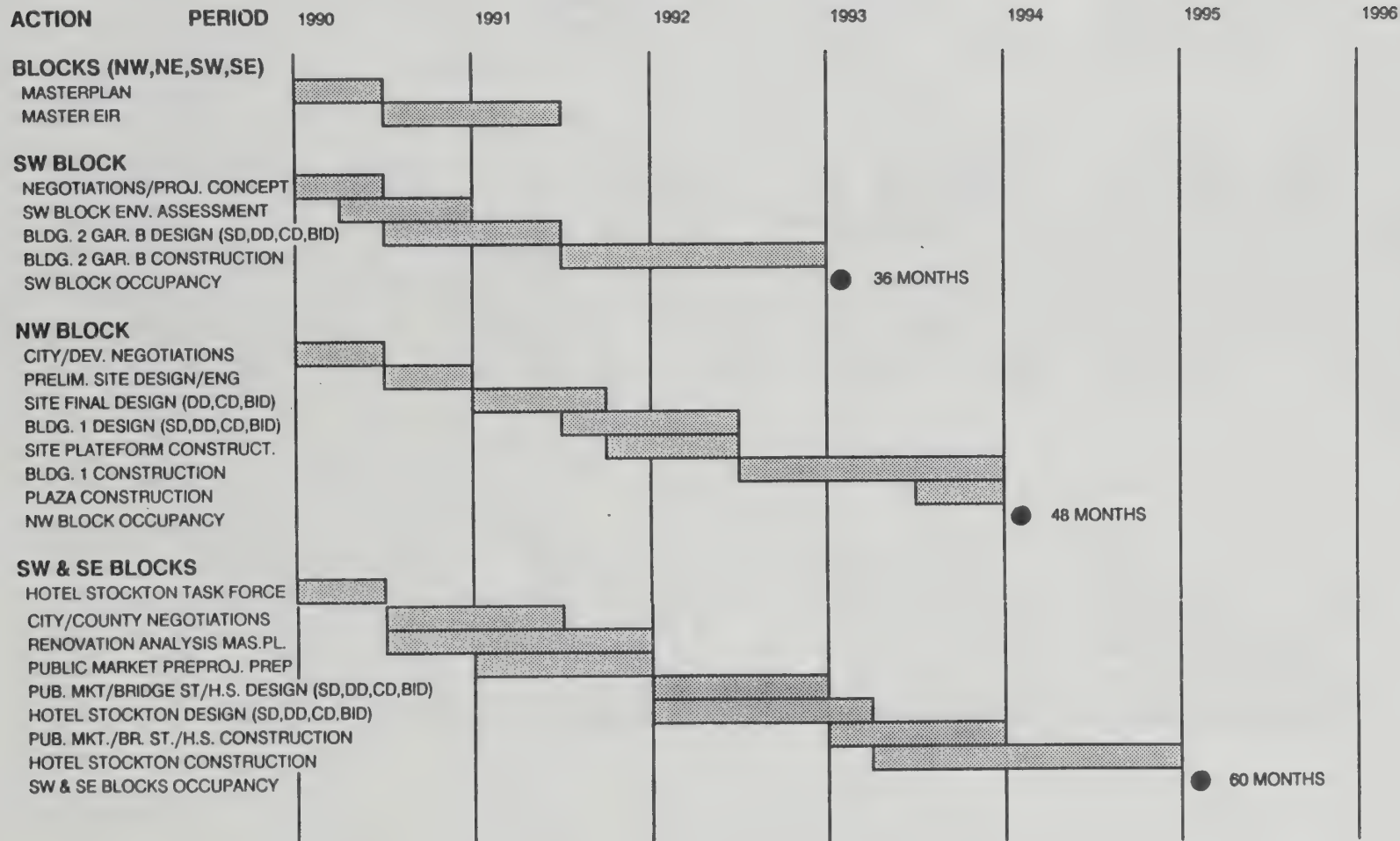
Kaplan McLaughlin Diaz

CHANNEL HEAD

Scheduling assumptions:

1. Coordinated Process (including project manager)
2. Accelerated Review Process
3. No Slack Within or Between Phases
4. Resources, Participates and Consensus Available

SCHEDULE



Channel Head

Conceptual Feasibility Analysis— Head of Channel

Preliminary Development Budget

Costs by Phase in Thousands of 1989 Dollars

	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Total</i>
<i>Block A (NW)</i>				
-Land	\$150		\$1,500	\$1,650
-Bulkhead		\$64	\$800	\$864
-Plaza Deck		\$60	\$750	\$810
-Ofc. Bldg. #1		\$1,030	\$12,877	\$13,907
-Landscaping		\$145	\$1,817	\$1,962
-Soft costs*	\$355	\$887	\$2,307	\$3,549
-Contingency			\$2,437	\$2,437
<i>Block A subtotal</i>	\$505	\$2,187	\$22,487	\$25,179
<i>Block C (SW)</i>				
-Land	\$132		\$1,320	\$1,452
-Ofc. Bldg. #2		\$969	\$12,116	\$13,085
-Parking struc.		\$580	\$7,253	\$7,833
-Landscaping		\$74	\$921	\$995
-Soft costs*	\$432	\$1,081	\$2,809	\$4,322
-Contingency			\$3,044	\$3,044
<i>Block C subtotal</i>	\$564	\$2,704	\$27,463	\$30,731
<i>Block B (NE)</i>				
-Land	\$340		\$3,400	\$3,740
-Hotel renov.		\$1,011	\$12,640	\$13,651
-Public mkt.		\$42	\$520	\$562
-Landscaping		\$167	\$2,084	\$2,251
-Soft costs*	\$559	\$1,398	\$3,636	\$5,593
-Contingency			\$2,287	\$2,287
<i>Block b subtotal</i>	\$899	\$2,618	\$24,566	\$28,083
<i>Block D (SE)</i>				
-Land	\$36		\$360	\$396
-Hunter Sq. Renov		\$29	\$560	\$589
-Landscaping		\$231	\$2,885	\$3,116
-Soft costs*	\$76	\$190	\$495	\$761
-Contingency			\$571	\$571
<i>Block D subtotal</i>	\$112	\$450	\$4,870	\$5,432
Total, 4 Blocks	\$2,081	\$7,958	\$79,387	\$89,425

*Soft costs include planning, environmental review, bond issuance costs, construction financing and project management.

Channel Head

Break-Even Operating Budget					<i>Cash</i>	<i>available</i>
<i>Source</i>	<i>Quantity</i>	<i>Units</i>	<i>Rate</i>	<i>Period</i>	<i>Flow</i>	<i>for debt</i>
-Office rents	307,400	sq. ft.	\$1.65	/month	\$5,478	\$4,382
-Retail rents	76,200	sq. ft.	\$1.10	/month	\$905	\$724
-Hotel receipts	150	rooms	\$85.00	/night	\$6,346	\$2,221
-Parking rents	935	stalls	\$60.00	/month	\$606	\$364
-Tax Increments*	\$43,194	million val.	1.00%	/year	\$432	\$302
Total					\$13,767	\$7,993
	*Office buildings:		\$27,581			
	Market & Hotel:		\$14,213			
	Adjacent apprec.		\$1,400			

Capital Funding Plan

<i>Source</i>	<i>Amount</i>	<i>Annual Pmts.</i>
Private Equity	\$9,992	
Private Debt	\$66,615	\$7,328
Tax Exempt Bonds	\$9,513	\$666
Public Land	\$1,752	
Total	\$87,871	\$7,993
Amount reqd.	\$89,425	
Public Grants	\$1,554	

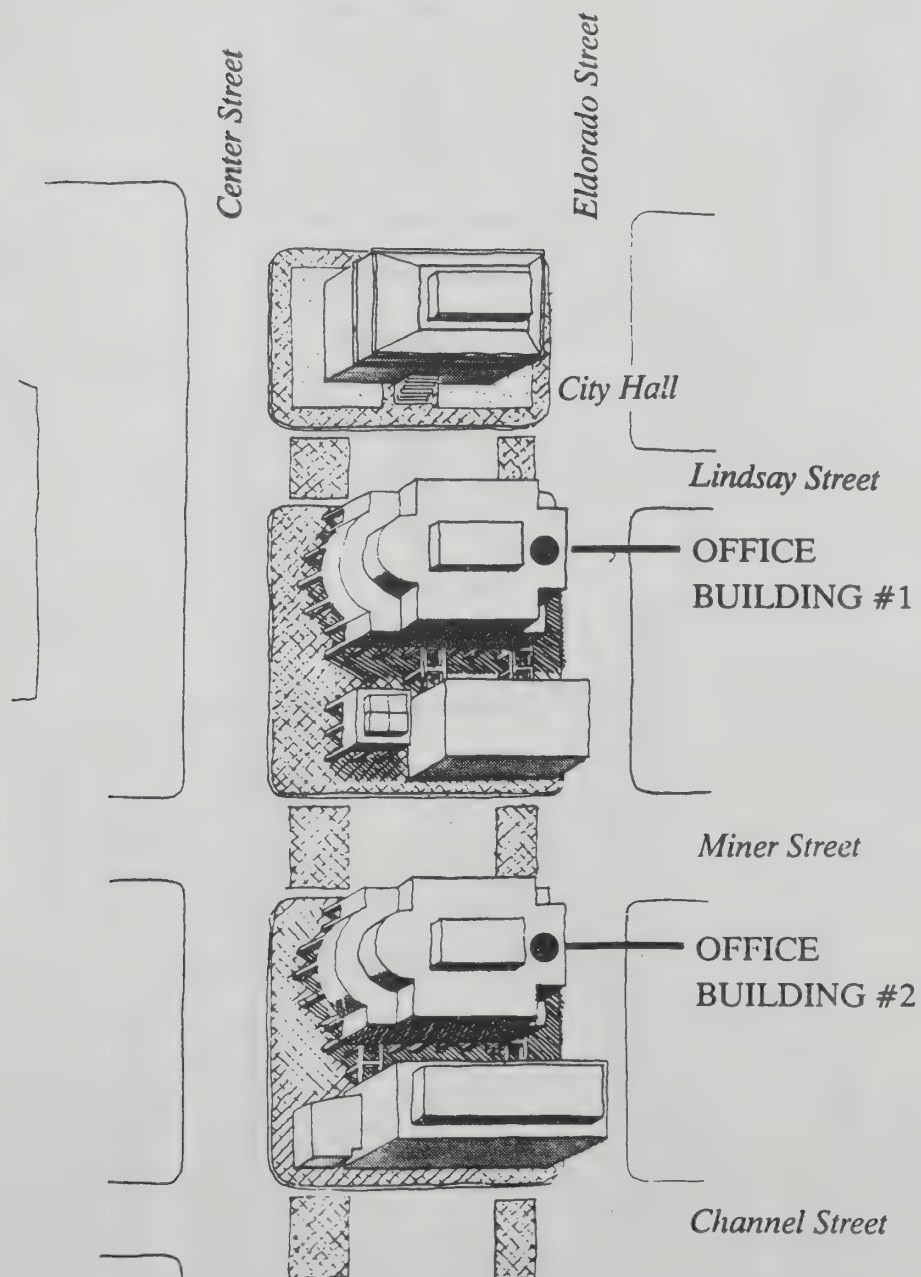
Source: Williams-Kuebelbeck & Associates, Inc.

Channel Head

Development Draw-Down Schedule

	1990	1991	1992	1993	1994	Total
<i>Block A (NW)</i>						
-Planning	\$505					\$505
-Design	\$547	\$1,093	\$547			\$2,187
-Construction		\$2,499	\$9,994	\$9,994		\$22,487
<i>Block b & d (NE & SE)</i>						
-Planning	\$506	\$506				\$1,011
-Design			\$2,454	\$614		\$3,068
-Construction				\$14,718	\$14,718	\$29,437
<i>Block c (sw)</i>						
-Planning	\$564					\$564
-Design	\$1,352	\$1,352				\$2,704
-Construction		\$9,154	\$18,309			\$27,463
Total Cost	\$3,473	\$14,604	\$31,304	\$25,326	\$14,718	\$89,425

ELDORADO CORRIDOR



Final Plan

ACTION PLAN

4.0

CENTRAL STOCKTON PLAN
Catalyst Sites Study -- 19 May 1989
Kaplan McLaughlin Diaz

ELDORADO CORRIDOR*Office Building #1*

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
5	30,000		30,000		
4	30,000		30,000		
3	30,000		30,000		
2	30,000		30,000		
1	30,000	3,000	33,000		
B				30,000	(92)
Total	150,000	3,000	153,000		(92)
Office Parking Required (City Code))					(375)
Retail Parking Required (City Code)					(8)

Office Building #2

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
5	30,000		30,000		
4	30,000		30,000		
3	30,000		30,000		
2	30,000		30,000		
1	30,000		30,000		
B				30,000	(92)
Total	150,000		150,000		(92)
Office Parking Required (City Code)					(375)

Assessment District Parking Garage C

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
4				54,000	(180)
3				54,000	(180)
2				54,000	(180)
1		15,000	15,000	54,000	(174)
Total		15,000	15,000	216,000	(714)

Assessment District Parking Garage D

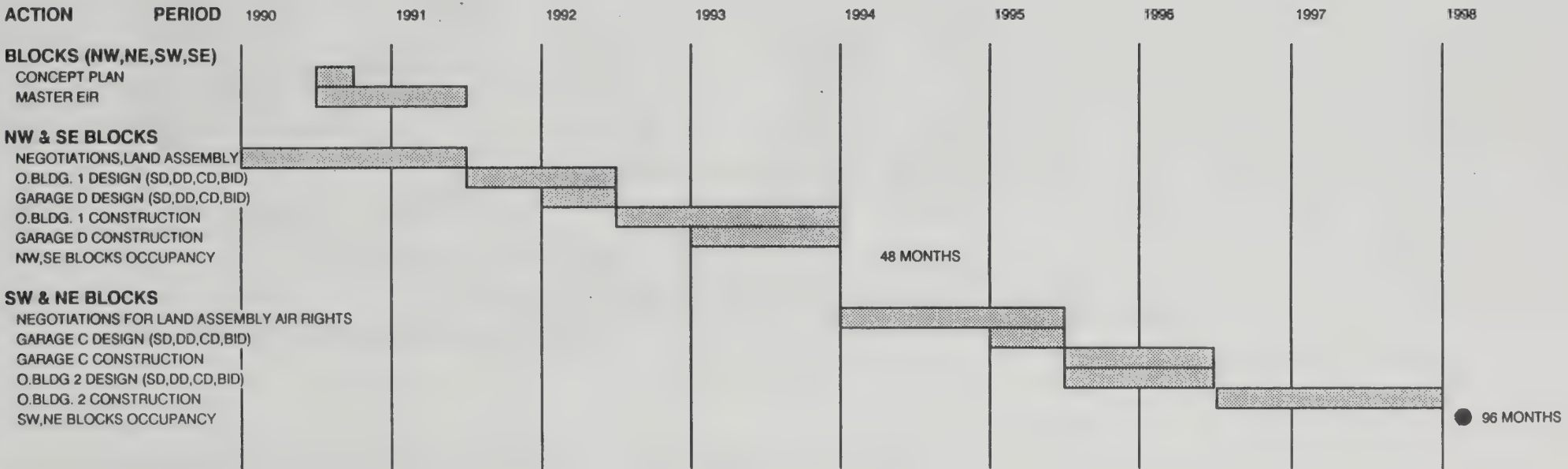
Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
5				39,050	(120)
4				39,050	(120)
3				39,050	(120)
2				39,050	(120)
1				39,050	(110)
B				39,050	(120)
Total				196,250	(710)

CENTRAL STOCKTON PLAN
Catalyst Site Implementation Schedule -- 30 June 1989
Kaplan McLaughlin Diaz

EL DORADO CORRIDOR

- Scheduling assumptions:
- 1. Coordinated Process
 - 2. Lower Priority for City Resources than Channel Head and Weber Point Sites
 - 3. Parking Garage D Comes On-Line to Help Serve Channel Head Development
 - 4. City Defines Plans for Administrative Offices Expansion by 1991

SCHEDULE



Eldorado

Conceptual Feasibility Analysis— Eldorado Corridor

Preliminary Development Budget

Costs by Phase in Thousands of 1989 Dollars

	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Total</i>
<i>NW & SE Blocks</i>				
-Land	\$300		\$3,000	\$3,300
-Ofc. Bldg. #1		\$1,002	\$12,525	\$13,527
-Parking Garage D		\$432	\$5,397	\$5,829
-Landscaping		\$21	\$268	\$289
-Soft costs*	\$424	\$1,060	\$2,755	\$4,238
-Contingency			\$2,729	\$2,729
<i>Subtotal</i>	<i>\$724</i>	<i>\$2,515</i>	<i>\$26,673</i>	<i>\$29,912</i>
<i>SW & NE Blocks</i>				
-Land	\$220		\$2,200	\$2,420
-Ofc. Bldg. #2		\$984	\$12,300	\$13,284
-Parking Garage C		\$363	\$4,536	\$4,899
-Landscaping		\$20	\$244	\$264
-Soft costs*	\$386	\$964	\$2,506	\$3,856
-Contingency			\$2,562	\$2,562
<i>Subtotal</i>	<i>\$606</i>	<i>\$2,330</i>	<i>\$24,348</i>	<i>\$27,284</i>
Total	\$1,329	\$4,845	\$51,022	\$57,196

*Soft costs include planning, environmental review, bond issuance costs, construction financing and project management.

Eldorado

Break-Even Operating Budget

<i>Source</i>	<i>Quantity</i>	<i>Units</i>	<i>Rate</i>	<i>Period</i>	<i>\$ thousand available for</i>	
					<i>Cash Flow</i>	<i>debt service</i>
-Office rents	300,000	sq. ft.	\$1.50	/month	\$4,860	\$3,888
-Retail rents	10,000	square ft.	\$1.00	/month	\$108	\$86
-Parking rents	1,424	stalls	\$60.00	/month	\$923	\$554
-Tax Increments*	\$27,486	million val.	1.00%	/year	\$275	\$192
Total					\$6,166	\$4,720

*Office buildings: \$26,811
 Adjacent apprec. \$675

Capital Funding Plan

<i>Source</i>	<i>Amount</i>	<i>Annual Pmts.</i>
Private Equity	\$5,420	
Private Debt	\$36,131	\$3,974
Tax Exempt Bonds	\$17,109	\$1,198
Public Land	\$1,020	
Total	\$59,679	\$5,172

Amount reqd. \$57,196

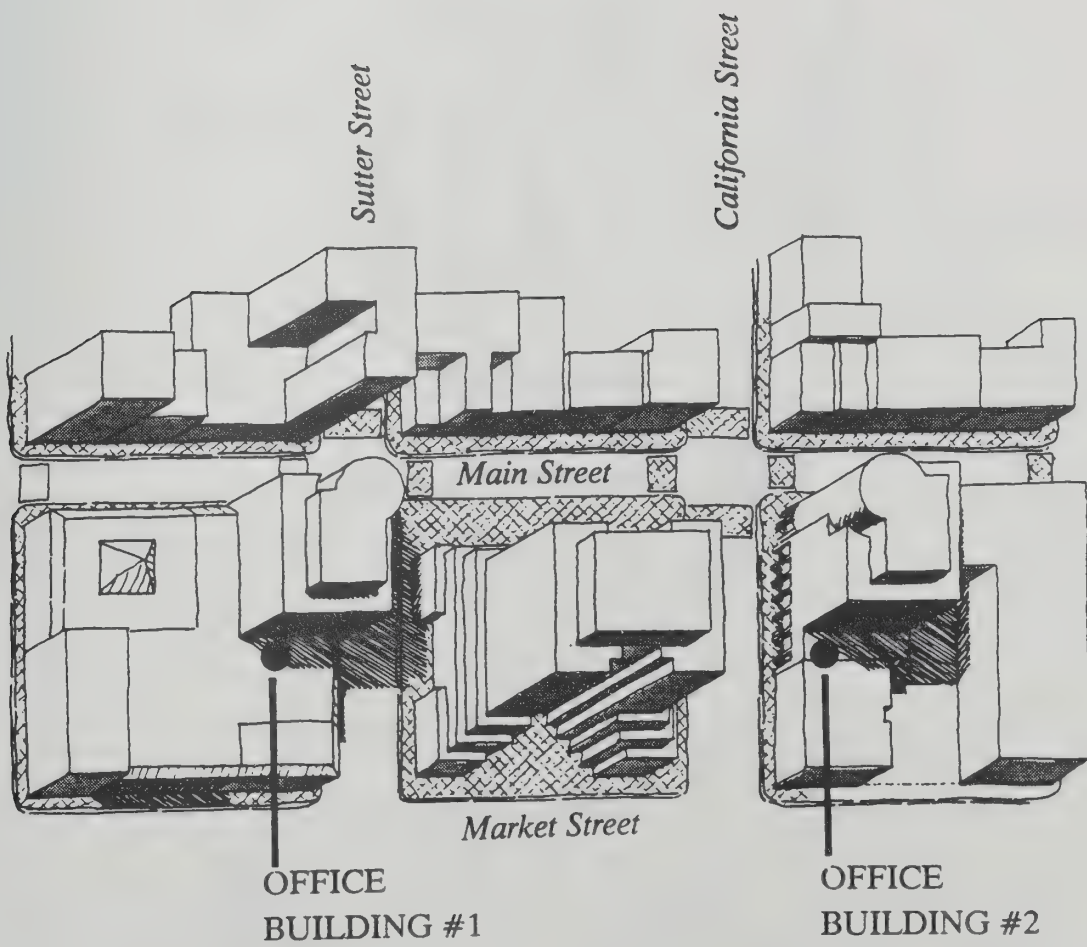
Source: Williams-Kuebelbeck & Associates, Inc.

Eldorado

Development Draw-Down Schedule

	1990	1991	1992	1993	1994	1995	1996	1997	Total
<i>NW & SE Blocks</i>									
-Planning	\$483	\$241							\$724
-Design		\$1,257	\$1,257						\$2,515
-Construction			\$5,335	\$21,339					\$26,673
<i>NE & SW Blocks</i>									
-Planning					\$404	\$202			\$606
-Design						\$1,554	\$777		\$2,330
-Construction						\$4,870	\$9,739	\$9,739	\$24,348
Total Cost	\$483	\$1,499	\$6,592	\$21,339	\$404	\$6,625	\$10,516	\$9,739	\$57,196

MARKET STREET



Final Plan

ACTION PLAN

4.0

CENTRAL STOCKTON PLAN
Catalyst Sites Study -- 19 May 1989
Kaplan McLaughlin Diaz

MARKET STREET*Office Building #1*

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
8	21,500		21,500		
7	21,500		21,500		
6	21,500		21,500		
5	21,500		21,500		
4	21,500		21,500		
3	21,500		21,500		
2	21,500		21,500		
1		21,500	21,500		
B				21,500	(66)
Total	150,500	21,500	172,000	21,500	(66)
Office Parking Required (City Code)					(376)
Retail Parking Required (City Code)					(79)

Office Building #2

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
8	18,000		18,000		
7	20,000		20,000		
6	22,000		22,000		
5	22,500		22,500		
4	22,500		22,500		
3	22,500		22,500		
2	22,500		22,500		
1		22,500	22,500		
B				22,500	(69)
Total	150,000	22,500	173,000	22,500	(69)
Office Parking Required (City Code)					(376)
Retail Parking Required (City Code)					(83)

Assessment District Parking Garage F

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
Roof				27,000	(83)
Ground		4,500	4,500	23,500	(72)
Basement				27,000	(83)
Total		4,500	4,500	77,500	(238)

Assessment District Parking Garage G

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
5				41,145	(126)
4				41,145	(126)
3				41,145	(126)
2				41,145	(126)
1				41,145	(114)
B				41,145	(126)
Total				246,870	(744)

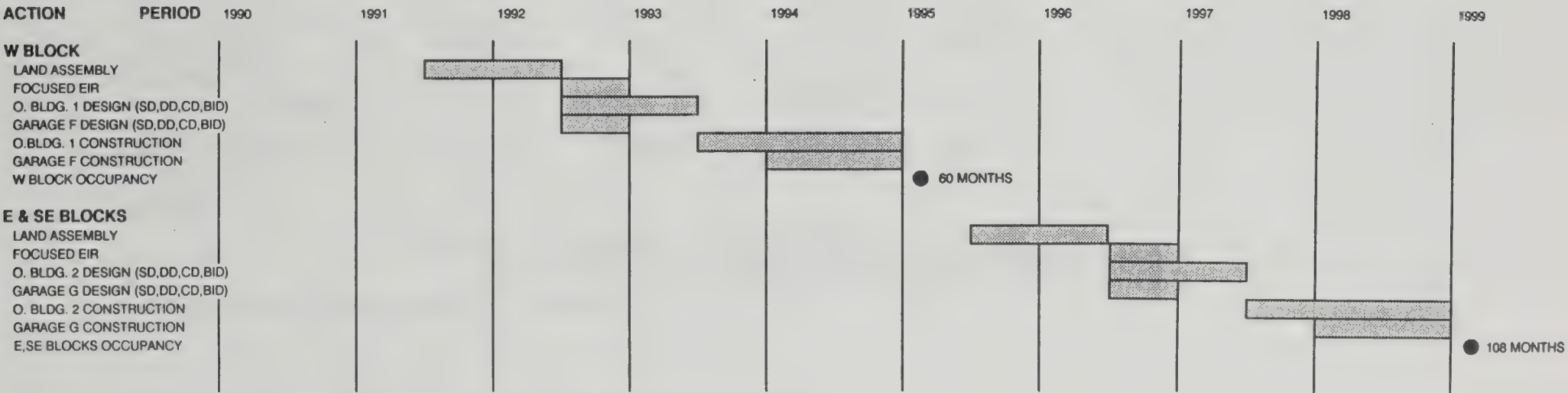
SEE REPORT SECTION 4.2.4 Parking/Transportation/Transit Program
 FOR DETAILED CITY PARKING GARAGE SIZE AND PLANNING INFORMATION

CENTRAL STOCKTON PLAN
Catalyst Site Implementation Schedule -- 30 June 1989
Kaplan McLaughlin Diaz

MARKET STREET

- Scheduling assumptions:
- 1. Coordinated Process
 - 2. Office bldg. 1/Block W Scheduled to Facilitate Linking American Savings Bldg. With Renovated Hunter's Square
 - 3. Lower Priority for City Resources than Channel Head and Weber Point Sites

SCHEDULE



Market St.

Conceptual Feasibility Analysis—Market Street

Preliminary Development Budget

Costs by Phase in Thousands of 1989 Dollars

	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Total</i>
<i>W Block</i>				
-Land	\$180		\$1,105	\$1,285
-Ofc. Bldg. #1		\$1,092	\$13,653	\$14,745
-Parking Garage F		\$277	\$3,467	\$3,744
-Landscaping		\$0	\$0	\$0
-Soft costs*	\$364	\$911	\$2,369	\$3,645
-Contingency			\$2,568	\$2,568
<i>Subtotal</i>	<i>\$544</i>	<i>\$2,281</i>	<i>\$23,162</i>	<i>\$25,987</i>
<i>E & SE Blocks</i>				
-Land	\$159		\$1,588	\$1,746
-Ofc. Bldg. #2		\$1,101	\$13,763	\$14,864
-Parking Garage G		\$340	\$4,253	\$4,593
-Landscaping		\$0	\$0	\$0
-Soft costs*	\$392	\$980	\$2,548	\$3,921
-Contingency			\$2,702	\$2,702
<i>Subtotal</i>	<i>\$551</i>	<i>\$2,421</i>	<i>\$24,854</i>	<i>\$27,827</i>
Total	\$1,095	\$4,702	\$48,016	\$53,814

*Soft costs include planning, environmental review, bond issuance costs, construction financing and project management.

Market St.

Break-Even Operating Budget					<i>Cash</i>	<i>Available</i>
<i>Source</i>	<i>Quantity</i>	<i>Units</i>	<i>Rate</i>	<i>Period</i>	<i>Flow</i>	<i>for debt</i>
-Office rents	300,500	sq. ft.	\$1.50	/month	\$4,868	\$3,894
-Retail rents	49,600	square ft.	\$1.00	/month	\$536	\$429
-Parking rents	982	stalls	\$60.00	/month	\$636	\$382
-Tax Increments*	\$29,859	million val.	1.00%	/year	\$299	\$209
Total					\$6,339	\$4,914
	*Office buildings:		\$29,609			
	Adjacent apprec.		\$250			

Capital Funding Plan

<i>Source</i>	<i>Amount</i>	<i>Annual Pmts.</i>
Private Equity	\$5,895	
Private Debt	\$39,300	\$4,323
Tax Exempt Bonds	\$8,440	\$591
Public Land	\$1,600	
Total	\$55,235	\$4,914
 Amount reqd.	 \$53,814	

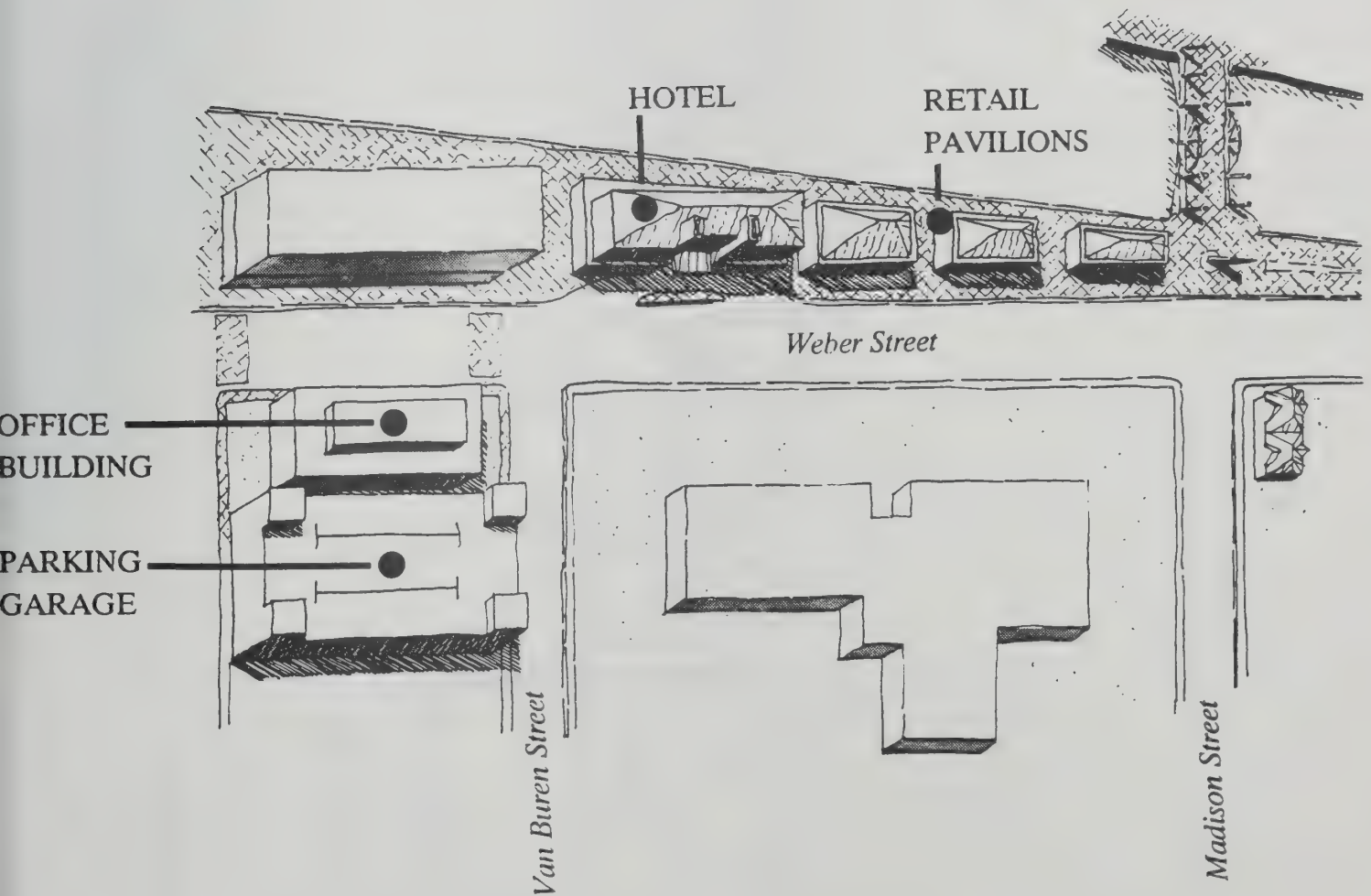
Source: Williams-Kuebelbeck & Associates, Inc.

Market St.

Development Draw-Down Schedule

	1990	1991	1992	1993	1994	1995	1996	1997	1998	Total
NW & SE Blocks										
-Planning		\$181	\$363							\$544
-Design			\$1,140	\$1,140						\$2,281
-Construction				\$4,632	\$18,529					\$23,162
NE & SW Blocks										
-Planning						\$184	\$367			\$551
-Design							\$1,614	\$807		\$2,421
-Construction								\$4,971	\$19,883	\$24,854
Total Cost	\$0	\$181	\$1,503	\$5,773	\$18,529	\$184	\$1,982	\$5,778	\$19,883	\$53,814

SOUTH SHORE AREA



Final Plan

ACTION PLAN

4.0

CENTRAL STOCKTON PLAN
Catalyst Sites Study -- 19 May 1989
Kaplan McLaughlin Diaz

SOUTH SHORE AREA*Hotel*

Level	Hotel SF	Retail SF	Total SF	Hotel Rooms	Parking (Cars)
4	15,000		15,000	33	
3	15,000		15,000	33	
2	15,000		15,000	33	
1	5,000	12,000	17,000		
Total	50,000	12,000	62,000	99	
Hotel Parking Required (City Code)					(99)
Retail Parking Required (City Code)					(31)

Retail Pavillions

Pavillion	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
1		4,800	4,800		
2		7,200	7,200		
3		9,600	9,600		
Total		21,600	21,600		
Retail Parking Required (City Code)					(79)

Office Building

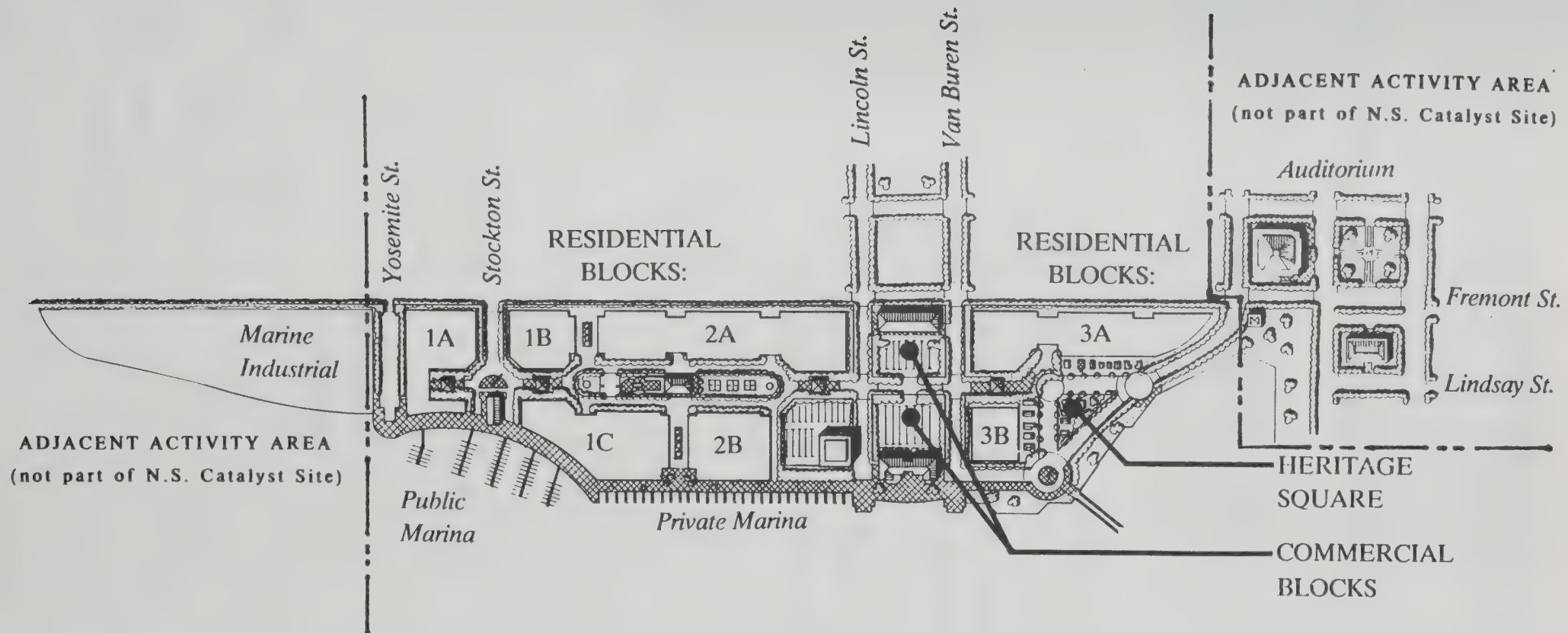
Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
4	21,500		21,500		
3	21,500		21,500		
2	21,500		21,500		
1	21,500		21,500		
B				21,500	(66)
Total	86,000		86,000		
Office Parking Required (City Code)					(247)

Assessment District Parking Garage E

Level	Offices SF	Retail SF	Total SF	Parking SF	Parking (Cars)
4				45,000	(138)
3				45,000	(138)
2				45,000	(138)
1				45,000	(138)
Total				180,000	(554)

**SEE REPORT SECTION 4.2.4 Parking/Transportation/Transit Program
 FOR DETAILED CITY PARKING GARAGE SIZE AND PLANNING INFORMATION**

NORTH SHORE



4.0

Residential Parking Required (City Code for P.U.D., 1.5 spaces/unit)

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ACTION PLAN

4.0

**4.2 DOWNTOWN SUPPORT
PROGRAM****4.2.9.1 Funding Program
Element**SUPPORTING & INCORPORATED EXHIBITS:PROGRAM
DESCRIPTION:

The funding program identifies the recommended sources of capital funds for the implementation of this plan.

INTENT:

The funds available must be sufficient in amount to pay the full capital cost of the recommended development, and impose minimum burden on future City operating budgets.

GENERAL CRITERIA FOR IMPLEMENTATION:

Within limits of availability, use should be made of the following types of funding, in priority order:

1. Private equity investment;
2. Private loans secured by private assets;
3. Grants;
4. Public debt repaid by tax increments on new development;
5. Other public debt.

Final Plan

ACTION PLAN

4.0

4.2.9.2 Funding Program Actions

SUMMARY OF ACTIONS BY CATEGORY:

4.2.9.2.1 Budgetary Requirements

See Total Development Cost Schedule

4.2.9.2.2 Survey of Funding Sources

The most powerful tool the public has for reducing investors' operating costs is its ability to issue tax exempt financing for public purposes. General obligation bonds are usually the cheapest way in city can borrow, the City has a AA bond rating and its \$800 million general obligation bond capacity is virtually unused, but such bonds require 2/3 city-wide voter approval.

Not generally subject to city-wide elections (and more expensive) but still potentially tax-exempt are various types of loans secured by special funds or project revenues, or issued by public agencies other than cities, counties or school districts. Most of the City's \$86 million long-term debt is in the form of special assessment bonds which have funded sewer, water central parking and subdivision improvements and are repaid by annual assessments against the benefitting property and any revenues generated by the improvements. The Central Parking District is one possible vehicle for further borrowing of this kind.

The redevelopment agency's debt, which is separately accounted from the city's, consists of \$23 million in loans and advances from the City which funded redevelopment project improvements and will ultimately be repaid from tax increments generated by those projects. It has the power to issue tax allocation bonds to be repaid by the increase in property taxes in the redevelopment project area. To use this power effectively it may be helpful to expand the redevelopment project area to include any additional blocks in which intensive new development is planned.

The City has two important public equity resources for downtown development. It owns 15 acres of undeveloped land in the central business district and North Shore, worth \$5 to \$9 million at current values. Government office expansion needs will eventually have to be addressed at all levels of government, although no specific plans have been made public, and based on population growth could call for as much as \$30 million investment in the next 20 years.

Equity Sources

- Private
 - 1. Retained earnings
 - 2. Partnerships
 - 3. Stock issues

Final Plan

ACTION PLAN

4.0

- Public/Private

1. Private development potential of unused city property (Banner Island)
2. Potential of underdeveloped city property (parking lots, r.o.w.)

- Public

1. Facilitate budgets of city, county, state & federal agencies
2. City capital improvements fund

Loan Sources

- Private

1. Mortgage loans
2. Corporate bonds

- Public/Private

1. Loan guarantees and credit enhancement

- Public

1. Redevelopment agency tax allocation bonds
2. Enterprise fund revenue bonds
3. Public authority, special assessment and Mell-Roos district bonds
4. Certificates of participation and leveraged leases
5. Industrial development bonds
6. General obligation bonds (subject to city-wide election)

Grant Sources

- Private

1. Civic and business organizations

- Public - Federal/State

1. Community Development Action Grants
2. Economic Development Grants
3. Public Works Grants
4. Z'berg and state Park Bond Act Grants

Final Plan

ACTION PLAN

4.0

5. Gasoline taxes
6. Federal aid-urban transportation
7. Trans. Dev. Act
- Public - Local
 1. Capital improvements fund
 2. Revenue sharing funds
 3. Development processing and impact feeds

4.2.9.2.4 Tax Increment Projections and Proposed Levels of Funding**SUPPORTING & INCORPORATED EXHIBITS:**

Total Development Cost Schedule
Capital Funding Plan Summary

**Conceptual Feasibility Analysis-
Total Development Cost Schedule
(000's)**

Year	Channel Head	Weber Point	El Dorado	Market Street	Streetscape	Total
1990	\$3,473	\$190	\$483		\$141	\$4,287
1991	\$14,604	\$569	\$1,499	\$181	\$649	\$17,502
1992	\$31,304	\$759	\$6,592	\$1,503	\$709	\$40,867
1993	\$25,326	\$379	\$21,339	\$5,773	\$1,239	\$54,056
1994	\$14,718	\$2,607	\$404	\$18,529	\$689	\$36,947
1995		\$16,456	\$6,625	\$184	\$982	\$24,247
1996		\$15,153	\$10,516	\$1,982		\$27,650
1997		\$35,026	\$9,739	\$5,778		\$50,543
1998		\$8,917		\$19,883		\$28,800
1999		\$12,045				\$12,045
2000		\$11,004				\$11,004
2001		\$5,502				\$5,502
Total	\$89,425	\$108,605	\$57,196	\$53,814	\$4,410	\$313,450

Source: Williams-Kuebelbeck & Associates, Inc.

**Conceptual Feasibility Analysis—
Capital Funding Plan Summary
(000's)**

Source	Channel Head	Weber Point	El Dorado Corridor	Market Street	Streetscape	Total
Private Equity	\$9,992	\$10,665	\$5,420	\$5,895	\$0	\$31,972
Private Debt	\$66,615	\$71,098	\$36,131	\$39,300	\$0	\$213,144
Tax Exempt Bonds	\$9,513	\$10,529	\$17,109	\$8,440	\$50	\$45,641
Public Land	\$1,752	\$3,690	\$1,020	\$1,600	\$0	\$8,062
Total	\$87,871	\$95,982	\$59,679	\$55,235	\$50	\$298,818
Amount Required	\$89,425	\$108,605	\$57,196	\$53,814	\$4,410	\$313,450
Public Grants	\$1,554	\$12,623	(\$2,483)	(\$1,422)	\$4,360	\$14,632

Final Plan

ACTION PLAN

4.0

**4.2 DOWNTOWN SUPPORT
PROGRAM****4.2.10.1 Downtown Retail
Program Element**DESCRIPTION:

The Downtown Retail Program comprises a set of plans and actions that focus, coordinate, and foster retail activity.

INTENT:

The intent of the program is to make downtown retailing more competitive and prosperous.

CRITERIA:

Successful Downtown Retailing is very similar to any successful retail project. Some key ingredients to success include:

- Convenient access
- Secure Environment
- Pleasant Environment
- Appropriate mix of merchandise
- Compactness and continuity in shopping setting
- Customer base

Beyond these six criteria, specific criteria may apply to individual projects, but if one or more of the six criteria are absent it is likely retail efforts will be seriously hampered or will fail.

Therefore, any retailing plans or programs will need to address these six key points. For instance requiring ground floor retail in parking garages located on retail oriented streets and requiring minimum retail storefront percentages will aid in achieving compactness and continuity.

Downtown Stockton's retail base currently has 3 components excluding auto sales, (which generally are not recommended for the majority of the Central Stockton Area):

- Business serving retail
- Neighborhood serving retail
- General shopping

Each of these categories can be improved through an increased customer base and enhancing the retail setting.

Final Plan

ACTION PLAN

4.0

Particular attention should be paid to Main Street and Weber Avenue.

- Main Street: Continuous storefronts should be required on Main Street between Hunter's Square and California Street. General shopping (clothing, etc) should be demphasized while business serving types of shops and entertainment related uses should be promoted. Examples to promote include restaurants, cafes, newspaper stands, flower shops, card shops, bookstores, art/office supplies, etc.
- Weber Avenue: Continuous storefronts should be required on Weber Avenue between Center Street and California Street. From Center Street to Hunter Street the focus can be business service or specialty shopping between Hunter Street and California Street general shopping especially clothing, personal accessories and home accessories should be the primary tenants (home furnishing stores should be reviewed on a case by case basis to ascertain the type of outlet benefits the pedestrian nature of the street only those opportunities that support the pedestrian environment should be encouraged). The street should reflect a historic and transit supported shopping street and feature higher quality merchandise than what presently exists, as well as improved storefronts. Office and entertainment uses should be placed in renovated upper floors of buildings.

Both of these Streets are candidates for:

- 1) Storefront Improvements
- 2) Building Facade Improvements
- and
- 3) Revolving funds programs for storefront and facade improvements

In addition, the merchants association should promote planning of a specified tenant mix in association with land/building owners. Relocating appropriate businesses currently located in areas less promising for retail activity should be emphasized.

In addition two other forms of retail have been identified as having potential for Central Stockton.

- Specialty Retail: Hunter's Square Pavilion Retail, a Bridge Street Public Market, specialty shopping on Weber Point and revitalized South Shore retail (attached to downtown through the Weber Point and Channel Head Developments) are recommended to take advantage of special opportunities that exist in the physical setting.
- Regional Retail: As Central Stockton's revitalization gains momentum, a regional retail center will become more plausible. Preliminary study indicates a 4 to 6 block area around Stanislaus Street within a few blocks of the Crosstown Freeway could be a future development site. One caveat to development is that structured parking would be required.

The retail activity plan indicates preferred locations of near term and future retail development.

Final Plan

ACTION PLAN

4.0

**4.2.10.2 Downtown Retail
Program Actions**SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY

- Direct City staff to have a plan prepared which specifically addresses a retail revitalization for Weber Avenue and Main Street based on the criteria set forth in this plan.
- From study establish storefront improvement zones.
- Adopt tighter use controls for new business on Weber Avenue.

ADMINISTRATIVE

- Coordinate between City staff and local retailers, the groundwork to establish retail upgrading on Weber Avenue and Main Street.
- Coordinate historical building improvement program with retail storefront program.

FINANCIAL

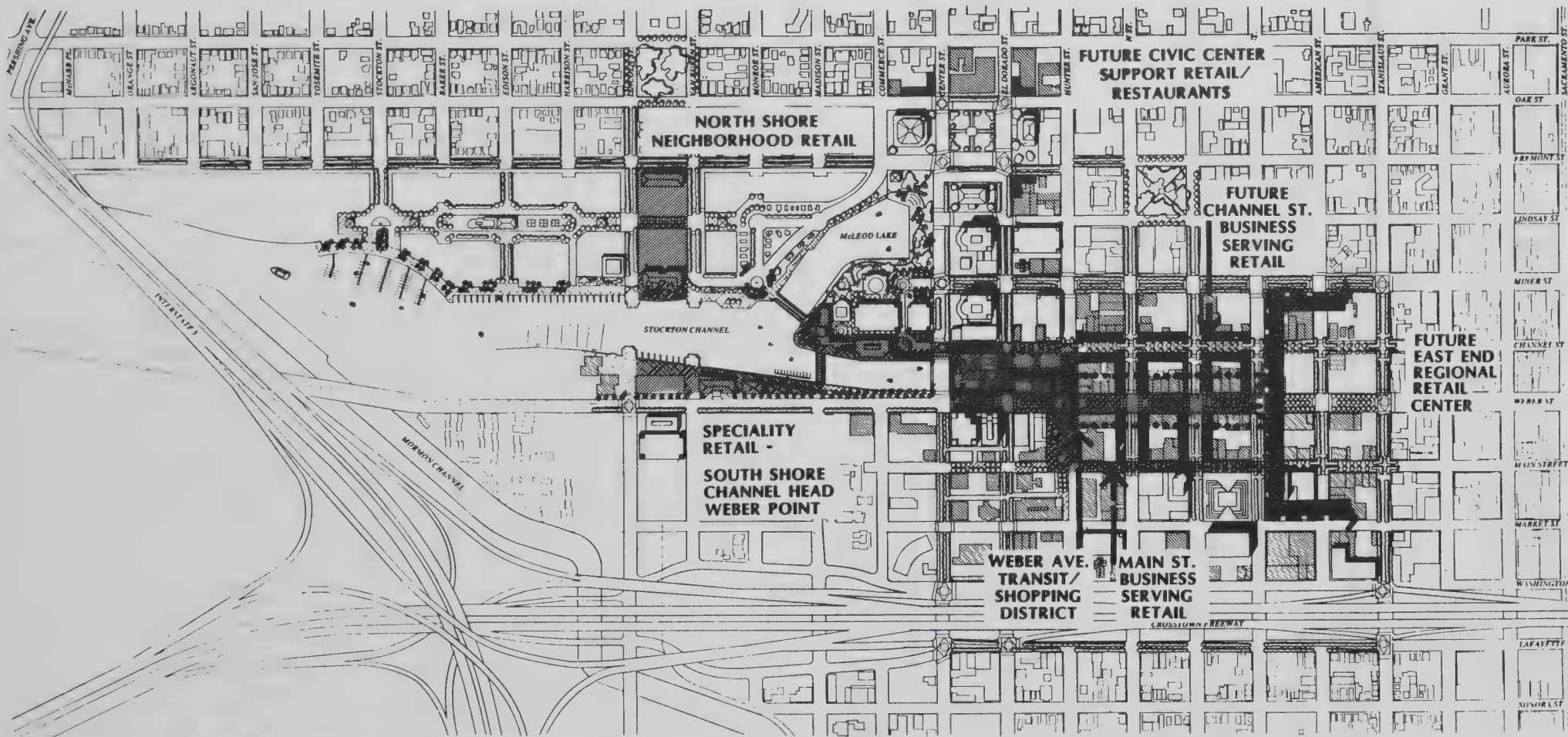
- Allocate funding, approximately \$20,000 for a Retail Revitalization/Management Plan.
- Set up a revolving fund system for storefront improvements on Main Street, and Storefront and building facade improvements on Weber Avenue.

PROMOTIONAL

- Develop Main Street and Weber Avenue plan and elevation renderings. Showing the aspirations of the retail revitalization effort, display in storefronts and package in a promotion to developers and retailers.

SUPPORTING AND INCORPORATING EXHIBITS

Retail Activity Plan



 NEAR TERM GROUND FLOOR RETAIL FRONTAGE PRIORITY STREETS/SITES
 FUTURE RETAIL FRONTAGE PRIORITY STREETS/SITES



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CITY OF STOCKTON

RETAIL ACTIVITY PLAN

KAPLAN
 McLAUGHLIN
 DIAZ
 ARCHITECTS
 PLANNERS

WILLIAMS
 KUEBELBECK
 ECONOMISTS

ADAM KRIVATSY
 LAND USE
 PLANNER

POD, INC.
 LANDSCAPE
 ARCHITECTS

BARTON
 ASCHMAN
 TRAFFIC

Final Plan

ACTION PLAN

4.0

**4.2 DOWNTOWN SUPPORT
PROGRAM****4.2.11.1 Central Stockton Housing
Program Element**DESCRIPTION:

The Central Stockton Housing Program is to be an umbrella program designed to bring together housing interests, planners, providers, and users. In addition the program is to define basic parameters for development of a downtown housing stock, and downtown neighborhoods.

INTENT:

The program's intent is to facilitate a healthy supply of housing to meet the needs of diverse economic, social, and ethnic groups which typically locate within Central City Areas. Furthermore, the program's intent is to facilitate the creation of positive residential environments, including definable neighborhood settings.

CRITERIA:

The housing program should be structured and implemented with the specific intention that policies, plans and funds focus on long-term solutions where new housing construction and housing rehabilitation be of the type and location that fit the objectives, parameters, and opportunities represented in this "Central Stockton Revitalization Plan" and subsequent studies which refine and follow this plan's intent.

A general framework for Central Stockton Housing will be needed. The general framework should address 4 primary issues:

- The maintenance of existing housing stock
- The rehabilitation of deteriorated housing stock
- The creation of new housing
- The needs of various user groups e.g. the elderly, transitional/temporary users, and users who are chemically dependent or otherwise disenfranchised with general society and in need of services.

Housing creation should follow this framework. Piecemeal development of housing that does not follow the provisions of that framework or the basic criteria set forth in this section should be avoided and restricted. The purpose of this type of policy would be to reduce the potential negative effects on revitalization which would result from inappropriate building types and uses being located in the CBD setting. New Projects within this setting should not have housing as the primary use (services residential excluded).

Final Plan

ACTION PLAN

4.0

Recommended housing types including the following:

1. Single Room Occupancy Units:

This housing type serves the needs of those who traditionally locate where urban amenities and/or social services are available. Two separate SRO housing stocks should be provided. The first types primary role is to provide low cost housing in a clean safe environment. The second types primary role is to provide living quarters for those individuals in greatest need of social services. Some SRO housing units should be located in near proximity to social services. The provision for an adequate and well maintained stock of SRO units will benefit Central Stockton's image as well as the general use of public space.

2. Transitional Housing Units:

The influx of new people to Stockton requires a direct approach at integrating these people into the greater life of the Community. Transitional housing is one concept which has become a popular method of assisting newcomers to communities to become productive citizens. Typically the form of housing would be designed to meet specific cultural based lifestyle requirements of its occupants. A number of units would be located within a building or complex to facilitate management and delivery of services. Because the intent is for this to be transitional housing, occupants would be on a schedule to work with a program to find permanent housing.

3. Housing as Part of a Mixed-use Building/Complex:

Typically reuse urban environments offer the opportunity for the provision of housing units within or "on-top-of" commercial uses. In the creation of a viable and vital Downtown Stockton, the City should encourage development which either directly accomplishes this or requires the physical design of the structure to be designed in a manner that allows for adding residential units to buildings. The most likely approach would be to build residential at the upper levels of a building or on its roof, and provide parking in a portion of a secured garage, and service the residential units and parking through a dedicated elevator bank. In this project type ground floor retail/office use and at least one floor of office space should be required.

4. Downtown Residential Neighborhoods and Enclaves:

Within the Central City townhouses, small residential structures, and medium sized residential complexes can be combined in attractive forms to create a desirable urban neighborhood. The variety of housing types within this type of neighborhood should be structured to accommodate a variety of social and economic user groups which would desire to live near downtown for either its amenities or to be close to places of employment.

Final Plan

ACTION PLAN

4.0

5. Rehabilitated Housing Stock:

Certain parts of Central Stockton, most notably areas north of Fremont Street and West of the Civic Center have existing neighborhood conditions which could be improved without significant levels of new construction through on-going rehabilitation of the existing housing stock on a house by house basis. In this type of area only moderate levels of demolition and new construction would be necessary to upgrade the environment.

6. Waterfront Housing:

The Stockton Channel West of Weber Point and East of I-5 offers an excellent opportunity for waterfront housing. A number of building types could grace the waterfront and bring people, dollars, and atmosphere to the Central City environment. The City should require, high quality development on all parcels adjacent to the water.

Construction of the housing types listed should be encouraged to include both market rate and subsidized housing units both throughout the Central City and within specific projects. In addition the housing program should be developed to provide the planning, approvals, and financing mechanisms, necessary to achieve the mix of housing units and users. An initial assessment of housing located within the Central Stockton, related programs and options for the long term role of housing within the CBD would be beneficial to identify appropriate policies related to development, maintenance and/or relocation of housing resources.

**4.2.11.2 Central Stockton Housing
Program Actions**SUMMARY OF ACTIONS BY CATEGORY:

REGULATORY -

- Approve the concept of neighborhood areas exhibited in this report and coordinate with other city policies.
- Direct staff to have a Housing Central Stockton Assessment and Options Study prepared.
- Establish Central Stockton as a priority area for housing grants and non-profit housing development, for projects which meet the criteria set forth in this plan and criteria developed in subsequent planning efforts.

ADMINISTRATIVE -

- Establish Central Stockton Housing Committee with one member on on-going executive "Central Stockton Committee".
- Coordinate housing with other plan elements.

Final Plan

ACTION PLAN

4.0

FINANCIAL -

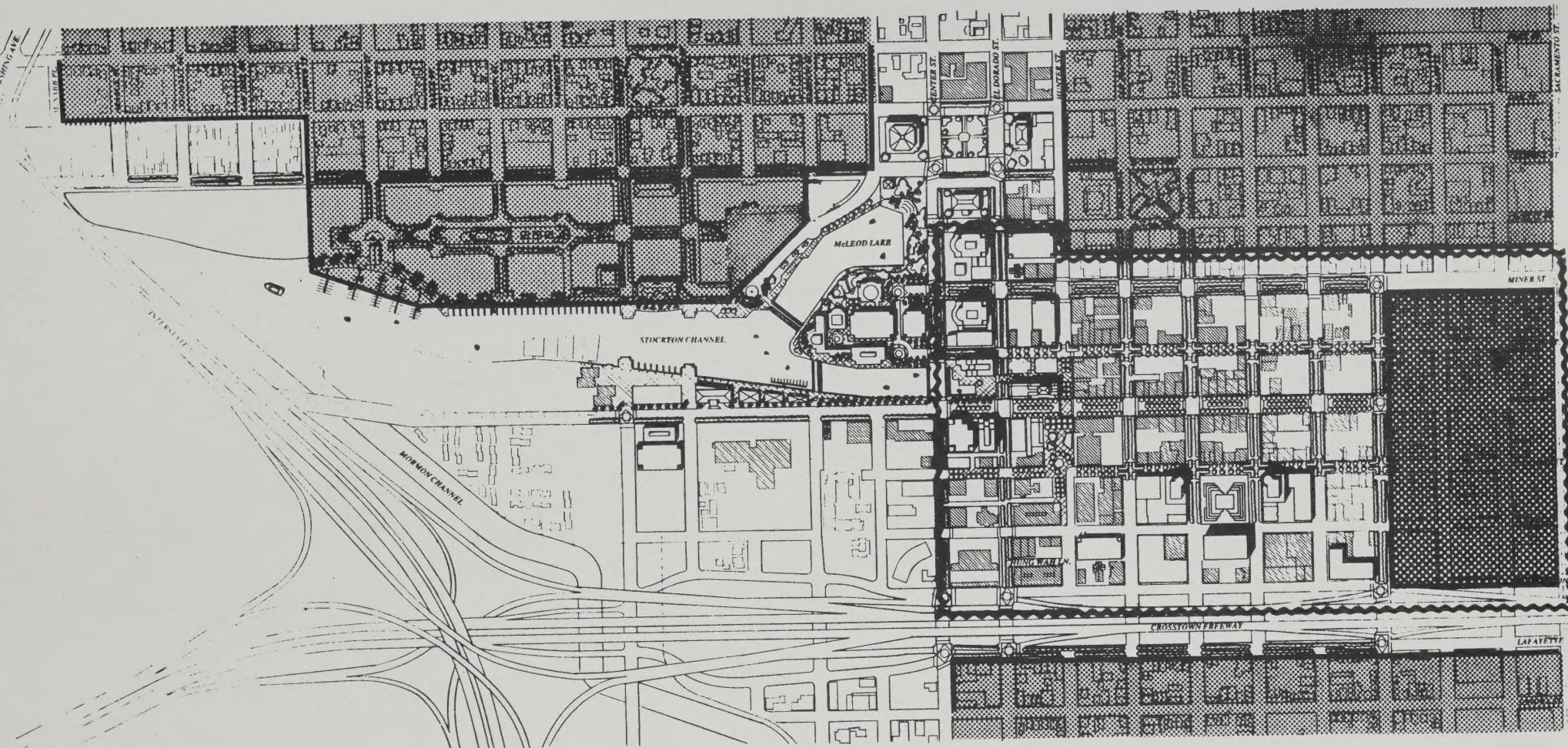
- Allocate funds, approximately 20,000 dollars for Central Stockton Housing Assessment and Options Study.

PROMOTIONAL -

- Develop Exhibits of successful Neighborhoods/Urban Housing projects for the Central Stockton coordinator's storefront office.
- Distribute ideas and information on urban neighborhoods/Housing projects to developers and builders and invite them to participate in central Stockton Housing discussions.

SUPPORTING & INCORPORATED EXHIBITS:

Housing Resources Neighborhood Study Areas Plan.



-  PRIMARY RESIDENTIAL NEIGHBORHOOD PLANNING AREAS
-  SERVICE/RESIDENTIAL AREA
-  CBD HOUSING

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HOUSING RESOURCES - STUDY AREAS PLAN

KAPLAN
McLAUGHLIN
DIAZ
ARCHITECTS
PLANNERS

WILLIAMS
KUEBELBECK
ECONOMISTS

ADAM ERIVATSY
LAND USE
PLANNER

POD, INC.
LANDSCAPE
ARCHITECTS

BARTON
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